

# The Hongkong Telegraph.

WEATHER FORECAST.  
FINE.  
Barometer 29.73

(ESTABLISHED 1851.)

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September 8th, 1912, Temperature a.m. 70, p.m. 80; Humidity...04, 64.

September 8th, 1911, Temperature a.m. 80, p.m., 79; Humidity...84, 78.

No. 8896

號八廿月七年子壬

MONDAY, SEPTEMBER 9, 1912.

一拜禮

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## TELEGRAMS.

### THE BALKAN UNREST.

#### TURKEY'S LATEST TROUBLE.

Reuter's  
[Service to the "Telegraph."]  
London, September 7.

The Turco-Montenegrin frontier troubles, and the war agitation in Bulgaria owing to the Kuchana massacre, have now been followed by a series of affrays on the Turco-Greek frontier, culminating in an affair wherein the Turks sustained a loss of 7 killed and 15 wounded.

#### IMPORTANT CONFERENCE.

A message from Vienna states that in view of the critical situation in Macedonia much speculation exists concerning the meeting to-morrow at Buchlau between Count Berchtold and Dr. Bethmann von Hollweg, at which the German Ambassador at Vienna and the Austro-Hungarian Ambassador at Berlin will be present.

The semi-official "Fremdenblatt" significantly remarks that the German Chancellor and the Austrian Foreign Minister are determined to uphold the *status quo* in Turkey. The journal indicates that they will discuss the situation in the Balkans, with special reference to the altered situation in Turkey, where the Young Turks have ceased to represent the ruling power. They will assure Turkey that she will have the sincere goodwill of Germany and Austria in her work of internal regeneration after the war with Italy is at an end, which, the journal hints, may not be far distant.

#### CATASTROPHE COMING.

London, September 9.  
The correspondent of the "Kölnische Zeitung" at St. Petersburg states that the Russian Foreign Office is most pessimistic at the situation in the Balkans, and a catastrophe is thought possible any day.

Reuter's Vienna correspondent says it is semi-officially stated at Buchlau that at the meeting between Count Berchtold and Dr. Bethmann-Hollweg all pending questions, notably those affecting the Near East, will be exhaustively discussed and complete agreement on all points once more established.

### THE "SUFFRAGETTES."

#### BALMORAL CASTLE INVADIED.

London, September 7.  
During last night a number of "suffragettes" invaded Balmoral Castle, evading the police guards. They removed the hole flags from the Golf Course, substituting others variously inscribed, and painted an inscription on the Memorial Fountain.

### SUCCESSFUL AVIATOR.

#### SERVICES WANTED ABROAD.

London, September 7.  
Mr. Cody, who won the first prize of £4,000 in the War Office Military Aviation Competition, has received offers from the Australian and Austrian Governments of a position to instruct the airmen of those countries.

### MR. BORDEN'S RETURN.

London, September 7.  
Reuter's correspondent at Quebec wires that Mr. Borden, the Premier of Canada, has returned, and that he was accorded an enthusiastic welcome.

## TELEGRAMS.

### RUSSIA AND CHINA.

#### TREATY REVISION QUESTION.

Reuter's  
[Service to the "Telegraph."]  
London, September 7.

Reuter's correspondent at St. Petersburg states that the Russian Minister at Peking has presented a Note to China intimating that as China has not answered the Russian representations concerning the revision of the Treaty signed at St. Petersburg in 1911, Russia regards the Treaty as having been extended for another decade, but, in order to meet the wishes of China, Russia will abolish on January 4th the privileged free-trade zone on her side of the Russo-Chinese frontier, and will not object to the simultaneous abolition of the same privileges on the Chinese side.

### AN AVIATOR'S DEATH.

#### DESPERATE FIGHT FOR LIFE.

London, September 7.  
Accounts by eye-witnesses of the fatality at Stevenage report that Captain Hamilton literally fought for life in mid-air. The aeroplane swerved and dived, then righted itself, and in a desperate effort to swoop again the wings collapsed. The machine fell like a stone and was smashed. A wing was found a mile from the scene of the accident. Its breaking off is supposed to have been the cause of the accident.

### THE MEXICAN TROUBLE.

#### PROTECTION FOR AMERICANS.

London, September 7.  
Reuter's correspondent at Washington wires that the Government of the United States has pointed out to the Mexican Government the urgent need of American troops to protect Americans in Northern Mexico, who have been urgently appealing for help.

A telegram from El Paso states that a band of Mexican rebels crossed the frontier and engaged the American troops, but were repulsed, one rebel being captured.

American troops are stationed at Arizona for the purpose of preventing the invasion of Mexico by cowboys who are anxious to assist their compatriots in the Mexican mining camps.

London, Sept. 8.  
The Mexican casualties in the fight already mentioned were five killed and one wounded, while there were no American casualties.

#### MORE TROOPS.

Later.  
President Taft has authorised the immediate dispatch of two more regiments of cavalry to the Mexican border, and the Treasury has ordered rifles and ammunition to be sent to the Americans at the mining camps in Mexico.

#### REBEL PROCLAMATION.

Later.  
The rebel leader, Zapata, has written to the American Ambassador to the effect that the rebels have begun their advance on the capital. He encloses a proclamation declaring that his followers do not intend to depose the authorities, except the President and his family; and the signatories promise to maintain order and to respect foreigners and foreign property.

### SUBMARINE FEAT.

London, September 7.  
Reuter's correspondent at San Francisco wires that an American submarine has descended to a depth of 283 fathoms, which is a record.

## TELEGRAMS.

### THE KAISER.

#### SWISS VISIT ENDED.

Reuter's  
[Service to the "Telegraph."]  
London, September 7.

Reuter's correspondent at Berne reports that the Kaiser has left on his return journey to Germany. Previous to his departure, he was entertained to a banquet, at which the most cordial toasts were exchanged, emphasising the closeness of the Germano-Swiss commercial and intellectual relations.

#### A POINTED DECLARATION.

A noteworthy passage of the President's speech was that in which he thanked the Emperor for his interest in the Swiss Army, but declared pointedly that the Swiss were determined to defend their independence, which was their most precious treasure, against aggression.

The Kaiser, in reply, paid a glowing tribute to the efficiency of the Swiss troops. He had always been the good friend of Switzerland and would not cease to remain so.

#### THE KAISER'S THANKS.

Later.  
The Kaiser, on his departure from Switzerland, telegraphed to the President his thanks for the reception accorded him, and recalled particularly the pleasure of the days spent at the military manoeuvres watching and admiring the brave troops led by brilliant officers. His Majesty expressed his sincere wishes for the prosperity of Switzerland, which he describes as a hospitable country.

### PANAMA CONTROVERSY.

#### PRESIDENT TAFT'S CLAIM.

London, September 7.  
Reuter's correspondent at New London, Connecticut, wires that President Taft, in addressing a convention of the Atlantic Deep-sea Waterways Association, admitted that he would have preferred that parts of the Panama Bill had been omitted. He did not favour violating any Treaty, but claimed the same right to interpret the Treaty as foreign Powers. America was building the Canal for the benefit of the whole world.

### BRITISH TRADE.

#### GRATIFYING FIGURES.

London, September 7.  
The trade returns for August show increases in imports amounting to £9,138,047 and in exports to £7,096,021. The principal increases were in iron, steel, cotton, silk, chemicals and motor cars.

### NO SYNDICALISM.

#### TRADE UNIONIST DECISION.

London, September 7.  
The Trades Union Congress has adopted a resolution by 1,893,000 votes to 45,000 reaffirming its support of independent political action on the part of the Unions, thus tacitly rejecting syndicalism.

### HOME CRICKET.

London, September 7.  
The match at Scarborough between the Australians and Lord Londesborough's XI, ended in a draw.  
There was also a draw in the match between the South Africans and Mr. Robinson's XI, at Norfolk.  
Surrey beat Warwickshire at the Oval by six wickets.

## TELEGRAMS.

### FRANCE AND MOROCCO.

#### A FRENCHMAN MURDERED.

Reuter's  
[Service to the "Telegraph."]  
London, September 7.

A message from Reuter's correspondent at Paris states that a Frenchman has been murdered in the vicinity of Casablanca.

A message from Paris states that Colonel Mangin's columns have been ordered to Morocco, and are expected to arrive there to-morrow.

The French lost 8 killed and 31 wounded in a fight in the Shawia country.

Disorders are feared, even in Fez, and three columns are operating in the vicinity of the capital.

### MIDLOTHIAN.

#### GOVERNMENT MESSAGES.

London, September 7.  
The Mid-Lothian by-election, which is to take place on Tuesday, is being awaited with considerable interest.

Mr. Asquith sent a message to the Liberal candidate, Mr. Shaw, pointing out that while the Tories and Socialists only talked, the Liberals had realised the greatest social reforms of the age.

Mr. Lloyd George's message likewise refers to the performances of the Liberals, but states that a still greater task awaits them, namely, to assure that an antiquated and absurd land system shall no longer prevent the land from benefiting the people.

### THE CHINESE REPUBLIC.

#### PREMIER TO RESIGN.

(From Chinese Source.)  
Peking, September 8.

Premier Lu has decided to resign, and if his resignation be not accepted by the President, he will persistently demand leave.

#### BANKERS' DEMAND.

The International Banking group has again asked the Ministry of Finance to refund the portion of the loan already provisionally advanced to the Chinese Government.—"Shat Po."

#### A PHILOSOPHER'S ADVICE.

Shanghai, September 8.  
Chang Ping-lun, the well-known Chinese philosopher, has paid a visit to Dr. Sun Yat-sen, and asked the ex-President not to join any of the political parties. Chang says that both President Yuan and Vice President Li should do likewise.

#### WEIGHTY QUESTIONS.

The Cabinet Ministers are busily engaged in discussing internal affairs, diplomatic matters, and the steps to be taken against the Manchurians and the Tibetans. The discussion took place in camera at the State Council.—"Shat Po."

#### OFF TO PEKING.

Shanghai, September 8.  
General Huang Hsing and Chan Ki-mee have arrived at Tientsin on their way to Peking. The Peking Government has despatched Shum Ping-kwan, Chan Wan and others to proceed to Tientsin and accord them a welcome.

#### NO FOREIGN BANKS.

The Ministry of Foreign Affairs has notified the Diplomatic Body that, beginning from the 1st of September, no foreigners will be permitted to establish banks in the Capital.—"Sai Kai Kung Yik Po."

## TELEGRAMS.

### EXPRESS HOLD-UP.

#### ENGLISH SAILOR ARRESTED.

Reuter's  
[Service to the "Telegraph."]  
London, September 8.

Reuter's correspondent at New Orleans states that an English sailor has been arrested on suspicion of holding up the express, under circumstances reported on the 8th inst.

### AMERICAN GOLF.

#### AMATEUR CHAMPIONSHIP RESULT.

London, September 8.  
A message from Wheaton, Illinois, states that Jerome Travers, of New York, has won the American Amateur Golf Championship by defeating "Chick" Evans by 7 up and 6 to play.

### THE HOME TURF.

#### PRINCE EDWARD HANDICAP.

London, September 8.  
The Prince Edward Handicap (one and a quarter miles) was run at Manchester yesterday, and resulted as follows:—  
Balscadden ..... 1  
Papaver ..... 2  
Mynora ..... 3  
Eleven ran. Won by five lengths, a head separating second and third. Balscadden started at 7 to 2 against, Papaver 9 to 2, and Mynora at 8 to 1. Wilfred was favourite at 3 to 1 against.

### TERRIBLE AVIATION ACCIDENT.

#### SPECTATORS MOWED DOWN.

London, September 9.  
There was a shocking accident at an aviation meeting at Gray, a town in the French Department of Haute-Saone.

An aviator named Beard lost control of his machine, which turned somersault over some wire fencing and dashed into the crowd. The racing propeller simply mowed down the spectators, some of whom escaped by prostrating themselves on the ground.

Four people were killed outright, and a number injured, some fatally.

### FAMOUS JUDGE DEAD.

#### Two Celebrated Cases Recalled.

The death of Sir Alfred Wills, formerly a Judge of the King's Bench Division, occurred recently at his residence, Saxholm, Basset, Hampshire, at the age of eighty-three. He passed peacefully away in his sleep.

Sir Alfred Wills was a High Court judge for almost twenty-one years. The son of a Birmingham solicitor, he had a brilliant career at University College, London, was called to the Bar in 1872. He was the first Recorder of Sheffield, a position to which he was appointed in 1881, and three years later he was made a judge. He retired in 1905.

As a judge he earned the reputation of being hard-working and conscientious, even-tempered, and of kindly nature. *Quærens celerrimè* he never sought, though he had his share of them. He always regarded it as the misfortune of his position that it should have been left to him to sentence Oscar Wilde; but he did not shrink from imposing the penalty which he regarded as deserved. To his lot, too, as the senior puisne judge, it fell to sentence Mr. Arthur Lynch to death on the charge of high treason. Mr. Lynch, now a Nationalist M.P., eventually received a free pardon.

## NEWS FOR BUSY MEN.

### TELEGRAMS.

#### THE NEWS CONDENSED.

Mr. Borden has arrived in Quebec.

Balscadden won the Prince Edward Handicap.

An American submarine has descended to the record depth of 283 fathoms.

Mr. Jerome Travers, of New York, has won the American Amateur Golf Championship.

Mr. Asquith and Mr. Lloyd George have sent messages to the Liberal candidate at Midlothian.

Captain Hamilton, who was killed while flying at Stevenage, made a desperate fight for his life in mid-air.

An English sailor has been arrested at New Orleans on suspicion of holding up the express train.

The Russian Foreign Office is most pessimistic over the Balkans, and a catastrophe is expected any day.

The Trades Union Congress has emphatically favoured independent political action on the part of the Unions.

Unrest still continues in Morocco, and the French forces have sustained losses in a fight in the Shawia country.

Russia has notified China that she intends abolishing the free-trade zone on her side of the Russo-Chinese frontier.

A series of affrays on the Turco-Grecian frontier have occurred, the Turks losing seven killed and 15 wounded.

The United States is despatching more troops to the Mexican border. The rebels have begun their advance on the capital.

The Austrian and Australian Governments have made offers to Mr. Cody of a position to instruct the airmen of those countries.

The militant "suffragettes" have been paying attentions to Balmoral Castle, where they affixed a number of inscriptions.

H.M.S. Princess Royal stood her gunnery and torpedo tests splendidly; she is expected to prove the swiftest warship afloat.

At an aviation meeting in France an airship turned somersault and dashed into the crowd, many spectators being mowed down by the propeller. Four were killed and many injured.

## NEWS FOR BUSY MEN.

### TELEGRAMS.

#### THE NEWS CONDENSED.

The Kaiser has left Switzerland on his homeward journey.

British trade returns for August show increases of nine millions sterling in imports and of seven millions in exports.

The cricket match between the Australians and Lord Londesborough's XI and that between the South Africans and Mr. Robinson's XI were both drawn.

President Taft has declared, in regard to the Panama Canal question, that he does not favour violating any Treaty, but he claims the same right as foreign Powers to interpret the Treaty.

The Swiss President, in thanking the Kaiser for his interest in the Swiss Army, pointedly declared that the Swiss were determined to defend their independence against aggression.

#### LOCAL.

The master of a fishing junk reports that, while passing Cap Sui Mun, the junk was struck by the s.s. Sui Tai. Damage to the extent of \$300 was done.

A gardener from Yau-mat reports that, whilst he was asleep, some men burst upon the door of his place and gagged and robbed him. Several arrests have been made.

An alleged highway robbery is reported from Chung Wan. A man, who had in his possession \$55, states that two men who knew he had the money robbed him. Arrests have been made.

At the Police Court this morning E. J. Fitzgerald, fourth officer of the s.s. Zafro, was charged with assaulting a European constable yesterday afternoon. He was fined \$25.

It is reported that the steam launch Kwong Yik was collided with by the launch Yan Wo during the excitement following the rescue of a would-be suicide from the latter.

A boatman, who it is stated, was using a stick of dynamite for the purpose of catching fish off Lan Tao Island, has had his hand blown off. He was removed to the Government Civil Hospital.

A seaman from the Wilmington has lost his watch, jewellery and money, to the extent of \$60. He took a rickshaw to the Sailors' and Soldiers' Home, fell asleep, and woke up outside the door of the Institution to find his possessions gone.

At the Police Court this morning a Chinese was charged, before Mr. E. A. Irving, with being in the servants' quarters of 81, The Peak and also with being in the servants' quarters of the residence of Mr. Wilkinson, 83, The Peak, without permission. He was fined \$5 or, in default, fourteen days and ordered to find a surety in \$100 for his good behaviour, or go to goal for one month.



## Notice



**FINEST OLD DUTCH  
GIN & LIQUEURS.**



**FINEST OLD SCHIEDAM**

\$14.00 per Case of 12 Quarts  
INCLUDING DUTY.

SAMPLE BOTTLES FREE  
LIQUEUR GLASSES

**GRATIS**

to regular buyers on application  
to the

SOLE AGENTS FOR SOUTH CHINA.

**MACLEWEN, FRICKEL & CO.,**

4, DES VOEUX ROAD

**THE  
SCIENCE OF ADVERTISING.**

Advertising is both a science and an art. We have studied that science.

Do you know the ART?

Can you write a catchy ad?—very few can.

A good ad. is one that catches the eyes, then holds the attention.

Can you do it? We can.

Let us write your ads. for you, insert them in any paper you fancy, but let us write them for you, we like it, that will be our recompense.

Choose your paper, put them in, watch results. **ADVICE:**—insert them in the paper with the largest circulation—that is the secret of judicious advertising.

All the papers have the largest circulation, if you doubt it, ask them; then tell us, what they tell you.

The other fellow is losing all the money. True; that is the reason he is able TO KEEP UP the advertising rate!

THEY KNOW that the other fellow is losing money hand over fist, if YOU doubt it, ask them, they will tell you candidly; "it is quite true."

The cheapest ad. is the dearest. Why? do you know your business and ask why?

Do you advertise because of friendship? No? To reach the people? Yes, yes, that is the reason and it can only be accomplished by advertising in the paper that has the largest circulation. But if they all have the largest circulation, I must advertise in all the papers! Quite so, if you think.....

## Shipping

**BRITISH INDIA S. N.  
CO., LTD.**

NEW FORTNIGHTLY SERVICE OF STEAMERS BETWEEN  
Kobe, HONGKONG AND RANGOON.

## EASTWARD.

The S.S. "OKARA," 5,291 tons, Captain A. J. Evans, will be despatched for YOKOHAMA and KOBÉ on the 10th September, at daylight, to be followed on the 20th September by S.S. "FAZILKA," Captain Comma, taking Cargo and Passengers at current rates.

## WESTWARD.

The S.S. "MUTTRA," 4,644 tons, Capt. H. Carey, will leave HONGKONG for SINGAPORE, PENANG and RANGOON on the 15th September, at daylight, followed by S.S. "OKARA," 5,291 tons, Captain A. J. Evans, on the 28th September, at Noon, taking cargo and passengers at current rates.

The above Steamers have excellent saloon accommodation for passengers and are fitted with all modern conveniences.

For Freight or Passage, apply to  
JARDINE, MATHESON & CO., LTD.,  
AGENTS.  
Telephone No. 216,  
Hongkong, 7th September, 1912. [147]

## Notices

**THE LEEDS FORGE CO.,  
LTD., LEEDS.**

Specialists in the Manufacture of RAILWAY ROLLING STOCK of every description.  
Pioneers in the Design and Manufacture of  
PRESSED STEEL UNDERFRAMES and BOGIES and ALL-STEEL RAILWAY WAGONS.

The Undersigned have been appointed Sole Agents in Hongkong and China.

**THE TAIKOO DOCKYARD & ENGINEERING CO.,  
OF HONGKONG, LTD.**

Agents,  
**BUTTERFIELD & SWIRE.**

Hongkong, 23rd September, 1911. [42]

## Hotels

**HONGKONG HOTEL**  
A LA CARTE GRILL ROOM.

Hongkong, 20th April, 1911. J. H. JACOBART, Manager. [25]

**GRAND HOTEL.**

NOTED FOR THE BEST FOOD, ACCOMMODATION, CLEANLINESS, AND COLD DRINKS.  
UNDER EUROPEAN SUPERVISION.

Tel. 197. F. REICHMANN, Proprietor. [32]

**ASTOR HOUSE**

(LATE CONNAUGHT HOTEL.)  
QUEEN'S ROAD, HONGKONG.

CENTRALLY situated, up-to-date Hotel. Recently renovated, and under entirely New Management. Large and Comfortable Rooms, Excellent Cuisine under the supervision of an Experienced FRENCH CHEF, and separate Tables, Hot and Cold Baths, Electric Light throughout. Terms moderate. First Class accommodation for Families and Tourists.  
For particulars and rates apply to PROPRIETORS.  
Telephone, 170. Telegrams "Astor." [24]

**OPEN AIR SKATING RINK  
at  
BELLE VIEW HOTEL**

Telephone No. 907.  
Sessions: 10 a.m. to 12 Noon. 2 p.m. to 4 p.m. Admission 25 cents.  
5 p.m. to 8 p.m. 9 p.m. to 11 p.m. Admission 50 cents.  
String Band will play at the above Hotel every Sunday, commencing from 4 p.m. to 10 p.m.  
W. GALLAGHER, Manager. [3]

**KING EDWARD  
HOTEL.**

A FIRST CLASS HOTEL.  
Under European Management.  
Electric Light and Lifts.  
Latest Improvements.  
Reasonable Rates.

Telephone 378.  
**H. HAYNES,**  
Manager.  
Hongkong, 1st Aug. 1912. [55]

**THE TAIWAN  
RAILWAY  
HOTEL.**

TAIPEH, FORMOSA.  
Under the Direct Management of the  
Taiwan Railway Dept.

EXCELLENT CUISINE and  
GOOD SERVICE. RATES  
6 YEN AND UP.

Uniformed hotel porter meets all  
trains and steamers. Luggage are  
ranged for without any trouble to  
guests.  
Hoogkong, 1st Feb. 1912. [132]



1, WYNDHAM STREET (Flower St.) ESTABLISHED 1900. [48]

**GREEN ISLAND CEMENT  
COMPANY, LIMITED.**

PORTLAND CEMENT  
In Casks of 375 lbs net  
In Bags of 250 lbs net  
**SHEWAN TOMES & CO.**  
General Managers  
[104] 1st Aug. 1901 [34]

**THE FAMINE IN CHINA.**

EIGHT Families Districts with an  
area of 80,000 square miles.  
TWO and a half million people  
facing starvation.  
PLEASE SEND YOUR CONTRI-  
BUTION TO-DAY.  
IT WILL HELP TO SAVE LIFE.  
The Hon. H. C. GILLARD, Esq.  
Manager, International Red Cross  
Committee, Shanghai.  
Hongkong, 1st Jan. 1912. [11]

## No Ice



**THE PIONEER MODERN HIGH  
POWER GERMICIDE**

Mixes equally well in salt, brackish and fresh  
water instantly stops infection from  
whatever cause arising.

IDEAL FOR DOMESTIC USE

**ONE GALLON MAKES**

**400 GALLONS**

**EFFICIENT DISINFECTING FLUID**  
**AGENTS: W. R. LOXLEY & CO.,**  
YORK BUILDINGS.

**GUINNESS' STOUT,  
THE WELL-KNOWN  
"HORSEHEAD,"**



**BRAND.**

Sole Agents,

**CALDBECK  
MACGREGOR & CO.**

HONGKONG, SHANGHAI, SINGAPORE, TIENTSIN  
and KUALA LUMPUR.

HONGKONG, 25th January, 1912. [46]

**DRAGON CYCLE DEPOT**

The OVERLAND, America's BEST MOTOR CAR.  
Highest quality in every detail and workmanship  
FULLY GUARANTEED. For specification and prices  
apply

Sole Agents.

**DRAGON CYCLE DEPOT.**

24, Des Voeux Road.

## Entertainment

**VICTORIA THEATRE.**

Performances, 7.15 and 9.15  
Matinee SATURDAYS 4.30  
SUNDAYS 6.00

A Big Hit of the American  
Favourites BAYLE and PATSY.

A Grand Success of the Eminent  
Electrical Cartoonist  
ED. HILL.  
A Big Novelty in Hongkong.  
Hongkong, 6th Sept., 1912. [562]

**WM. POWELL,  
LIMITED.**

PHONE 346

**SMART  
FURNISHING  
FABRICS.**

PLAIN CASEMENT  
CLOTHS  
FAST WASHING COLORS  
AND  
FADELESS.  
LARGE SELECTION

OF  
**TRIMMINGS**  
**William Powell  
Limited**  
FURNISHER

## Notices

**SAVE  
YOUR EYES.**

If your sight is failing, or your  
eyes trouble you in any way, have  
them examined.  
It costs you nothing.

**WE ARE  
PRACTICAL  
OPTICIANS.**

And can grind any lenses, or  
make a screw to a pair of Specta-  
cles on the premises. Don't  
throw your frames away; have  
them repaired by

**N. LAZARUS,  
OPTICIAN.**

1A D'Almeida Street, Hongkong

**PEAK TRAMWAY CO.  
LIMITED.**

**TIME TABLE.**

**WEEK DAYS.**

7.00 a.m. to 8.00 a.m. Every 15 min.  
8.00 a.m. to 10.00 a.m. " 10 min.  
10.00 a.m. to 11.00 a.m. " 15 min.  
11.00 a.m. to 12.45 p.m. " 15 min.  
12.45 p.m. to 1.15 p.m. " 10 min.  
1.15 p.m. to 1.45 p.m. " 15 min.  
1.45 p.m. to 2.15 p.m. " 10 min.  
2.15 p.m. to 5.00 p.m. " 15 min.  
5.00 p.m. to 9.15 p.m. " 10 min.

**NIGHT CARS.**

8.45 p.m. and 9 p.m. 9.45 p.m. to  
11.50 p.m. every 15 minutes.

**SUNDAYS.**

7.30 a.m.  
8.00 a.m. to 10.30 a.m. every 15 min.  
10.30 a.m. to 11.00 a.m. " 10 min.  
11.45 a.m. to 12.00 noon " 15 min.  
12.00 noon to 1.00 p.m. " 10 min.  
1.00 p.m. to 5.00 p.m. " 15 min.  
5.00 p.m. to 8.00 p.m. " 10 min.  
8.00 p.m. to 9.00 p.m. " 15 min.  
9.00 p.m. to 8.10 p.m. " 10 min.

**NIGHT CARS as on Week Days**

**SATURDAYS.**

Extra Cars at 11.45 p.m.  
**SPECIAL CARS.**  
Arrangement at the Company's  
Office, Alexandra Building,  
Des Voeux Road.  
**JOHN D. HUMPHREYS & SON**  
General Managers  
Hongkong, 3rd Nov., 1911.

## OUR CONTEMPORARIES.

South China Morning Post.

**A Ward for Prisoners.**

The suggestion is made to us that the authorities should put an end to all possibility of the escape of these wily Chinese by the erection of a hospital ward, self-contained, unit of such a nature as to make the reputation of last week's episode a physical impossibility. Barred windows would be part of the scheme, and if prisoners were sent along to such a quarter one constable on duty at the door would suffice, instead of the present primitive and ineffective method of having a constable by day and by night a guard for every prisoner who has occasion to accept the attentions of the medical officer. Under the present regime there is a great wastage of time and men—whatever valuation we may place on the latter—and the supervision extended is not such as to warrant confidence in the protectors of the colony. The erection of a ward for prisoners who are indisposed would not be a heavy tax on the treasury, and we feel sure considerable satisfaction would result if the men whose "ways are dark" were once installed there. It would end the present cumbersome methods of guarding every individual prisoner in hospital.

China Mail.

**Turkey's Troubles.**

The Italians cannot be blamed for choosing the present moment for bringing the operations as near as possible to the Ottoman capital. If you are waging war at all it is sound strategy and good policy to make your assault as damaging to your enemy as you can, and to hit him when and where he is most vulnerable. At a time when the nerves of Constantinople are shaken by the fear of civil dissension it is judicious from the Italian point of view to disturb them further by the roar of hostile guns at the entrance of the Straits. It is probable that the Italians are counting in the main on the moral effect of their proceedings. They are doing something to add to the general sense of uncertainty and instability which prevails at the capital, and perhaps helping to bring home to its more influential citizens the conviction that they will have no security at home or abroad till their Government sues for peace. What is more, they may produce extremely inconvenient foreign complications for their unfortunate adversary.

Daily Press.

**Canton-Kowloon Railway.**

Still we think there is good reason to believe that when the Canton-Hankow line is linked up with the line to Kowloon, this railway will derive considerable benefit both in coaching and goods traffic from the connection. It is worthy of note that although the Canton section of the line to Hankow had been completed for a distance of only 66 miles from Canton by the end of 1911, the statistics showed that nearly two million passengers had made use of the line during the year, but the goods carried aggregated only 500,000 piculs. The earnings of the line are reported to have amounted to close on one million dollars. Construction work has been proceeding very slowly on the grand trunk line, and there seems no immediate prospect of its being greatly accelerated, notwithstanding that there has been some sort of official announcement that the line is to be completed in five years. But there is need to wait for the completion of the line before the loop line to connect the two railways at Canton is constructed, and we trust it will not be long before the lines are linked up. Meanwhile, we can only repeat that the taxpayers of Hongkong have much to be thankful for in the surprising development of local traffic to an extent which justifies the expectation that in the third year of its existence the railway will do something more than cover working expenses.



## GENERAL NEWS.

## British Workmen on Canal.

Nearly three times as many British as American workmen are employed in the construction of the Panama Canal. Of 32,810 in the canal zone proper, Great Britain claims 30,859 as citizens, the United States 11,850.

## Lloyd's Insuring Against Election of Wilson.

Several insurance policies were taken out at Lloyd's the other day at 50 guineas per cent. to pay the total losses of the policy holders on business, if Woodrow Wilson is elected President of the United States.

## Colonel from the Banks.

Major A. Canning, who from retired pay has been appointed Lieutenant-Colonel to command the 3rd (Reserve) Battalion of the Leinster Regiment, rose from the ranks. He was in the South Wales Borderers six years before receiving a commission.

## Gov. Chao's Circular.

Gov. Chao Erh-sun has issued to the Governors of the Provinces a notification that the Mongolian disturbances about Tsouanfu have been worked up by Prince Oshakuta, who has declared his independence and is driving all Hans out of his principality.

## Inquiry Into Mine Fires.

The Home Secretary has appointed a committee to inquire into the circumstances in which spontaneous combustion of coal occurs in mines, its causes, and the means of preventing it or of dealing with it when it has arisen. The committee consists of Mr. R. A. S. Radcliffe (Chief Inspector of Mines), chairman, Sir Arthur Markham, M.P., Mr. C. E. Rhodes, Mr. Frank Rigby, and Mr. Herbert Smith.

## Ten Brothers in Cricket Team.

The ten brothers Parris, of South Croydon, Surrey, played in a cricket match at South Croydon recently for the Haling-road Cricket Club. The ages of the brothers range from twenty-one to forty-four. Two of the brothers are bakers; two grocers; one a builder; two clerks; one a carpenter; one a plumber. They made 100 in two innings, against 175 for one innings by the opponents.

## Shanghai Revolver Club.

What promises to be a most instructive event will be team revolver shooting between members of the different hongs and firms, says the "China Press." Several of the large Shanghai firms already possess excellent revolver shots. The club has a covered range and is lighted by electric light for night shooting. Members can obtain revolvers at the range, one great feature in revolver shooting is that you can see for yourself where the shots are going and can examine the target after every shot.

## Drink Forbidden to Railway Men.

As a direct consequence of the tragic wreck near Corning on July 4, the Luckawanna Railroad Company has issued an order prohibiting its employees from using intoxicating liquors on or off duty. The order was issued, says the "North American," by General Superintendent E. M. Line, of this city, to-day.

The order, it is asserted, will be rigidly enforced. It is in the form of an amendment to Rule G, governing the conduct of employees. Rule G, before the change should not drink "on duty" or "visit saloons frequently." They were not prohibited from drinking "off duty."

## The C.P.R. in Austria.

A new field has been thrown open to the enterprises of the Canadian Pacific Railway Company, says the "Daily News," and a feature of travel which has in recent years become a familiar delight to tourists in the Dominion is to be extended to other lands. By arrangement with the Austrian Government, the company are inaugurating a series of Observation Car Services on the State Railways. The most picturesque routes through the Austrian Alps are to be covered, including those from Buchs to Innsbruck, Innsbruck to Vienna, and Salzburg to Trieste. Many thousands of travellers have been made familiar with the wonderful scenery of the Canadian Rockies by means of the these cars, which are now to make the charm of the Austrian Tyrol accessible to others than the alpine.

## "THE CLOSED DOOR."

## Are Japan and Russia to Dominate the Far East?

The "New York Sun" published the following from its St. Petersburg correspondent on August 6. Japan and Russia are joining hands and pooling interests. Henceforth they may be looked upon and must be dealt with as the political syndicate of the Pacific. They intend to regulate the destinies of the Far Eastern nations in harmony with their own special interests in the first place, and, as far as possible, with the interests of third parties afterward. That is the true meaning of the visit of Prince Katsura and Baron Goto to the Russian capital.

The story published broadcast in England and in other parts of the world that those two statesmen came hither to conclude a treaty of alliance with Russia is a clumsy invention. No such intention was ever harboured. I am personally and well acquainted with all the dramatic persons, and I can vouch for it that no treaty is or was in contemplation by them. Prince Katsura and his colleagues were eager to make the acquaintance of Russian statesmen and to discuss with them the outlook in the Far East, with a view to arranging for joint action. No treaty was proposed or desired by either side.

## To Act in Harmony.

The basic fact of Russia's political relations with Japan is that the interests of the two nations in the Far East run parallel and can be furthered only if their action, diplomatic and military, be harmonized and combined. Their motto is "United We Stand, Divided We Fall." What Germany and Austria are to each other in Europe, that Russia and Japan will henceforth be in the Far East. Such is the outcome of the conversations of the two governments. The conversations which took place between Prince Katsura and Baron Goto on one side and M. Kokoffeff and Sazonoff on the other side merely confirmed them in the conclusions.

As a result of the negotiations between M. Izvolsky, the Czar's Foreign Secretary, and Baron Motono, the Mikado's representative in St. Petersburg, the two countries came to an all-round agreement. They struck up an arrangement in the summer of 1910 which I characterized at the time as virtually a dual alliance in the Far East. Old scores were wiped out, and on the clean slate the policy of the future was outlined. They both looked toward the United States with apprehension, feeling that the chief political storms would blow from there.

## Knox Note Causes Action.

Commercial and industrial "interpenetration" of the Far East was the policy of the United States. It was bound to be successful if Japan and Russia kept apart. It could and would be thwarted if they combined to withstand it. And, seeing their interests, they resolved to further it.

That was the main motive of their rapprochement. When Knox came forward with his proposal for the neutralization of Manchuria, he literally drove Japan and Russia into each other's arms. The abrogation of the treaty between the United States and the Czarism and the demand that Russia should modify her passport law in order to admit America's Jewish citizens completed the work. To-day Russia and Japan are united.

Prince Katsura and Baron Goto wanted to know for certain whether there was any flaw in the friendship struck up by MM. Izvolsky and Motono. And they have convinced themselves that there is none. Russia is to-day as much in earnest as Nippon. She will stand by her neighbour, who is, to all intents and purposes, her ally. She will resent interference in the Far East on the part of any power or powers that may cross her path there. Japan will do the same, and each will uphold the other.

To mould China's future. That is brief is the groundwork of their accord. It is well worth considering, for it is becoming the pivot of the Far Eastern problem to-day. Japan and Russia virtually said: "We two wield the power to mold political China. Let us do it. No nation, European or American, can say us nay."

The visit of Prince Katsura and Baron Goto to St. Petersburg has brought into evidence four important things: Russia and Japan are virtual allies. They will take the Far Eastern problem in hand and settle it in accordance with interests of the civilized world and their own. They will not give back Manchuria, nor allow China to incorporate Mongolia in the republic. One or both of them will shortly intervene in the Far Eastern republic to hinder anarchy from degenerating into chaos.

## IN QUARANTINE.

## Kobe Maru's Passengers

A courteous reply to a note of regret from Mr. S. Kanisawa, Vice-President of the S.M.R. Co., has been received from H.E. Maj. Gen. C. A. Anderson, C.B., General Officer commanding His Britannic Majesty's Forces in South China and Hongkong.

The letter runs in part as follows:—

"On behalf of the First Class Passengers of the s.s. Kobe Maru, I write to thank you most sincerely for your kind letter and for the trouble which you have taken for our comfort and convenience. We thoroughly realize the necessity for our detention and are extremely grateful for the manner in which our request has been met. We feel that everything has been done by the Railway Administration to minimize the inconveniences inseparable from the needs of quarantine and are very thankful for the trouble which has been taken on our behalf by all concerned."

In ready response to a suggestion advanced by Maj. Gen. C. A. Anderson and his fellow cabin passengers on board the s.s. Kobe Maru, when under quarantine detention, all the cabin passengers were removed to the tug Bolo Maru to stay on board during the prescribed period of detention, which was to terminate on the 2nd inst.

They were expected to resume their journey for Europe by the express train leaving on the 4th, Wednesday.

## Three More Cases.

As the result of a close technical examination of the officers and crew of the infected steamer, the steward and two waiters were pronounced as infected with the disease germs, although, to all appearances, they all looked in the best of health. They were removed to the Marine Isolation Station.

## Passengers and Crew.

The passengers under forced detention comprised:—  
Cabin passengers 6  
2nd class " 2  
3rd " 14  
3rd class passengers inclusive 1 foreigner, 1 Japanese and 12 Chinese.

The ship's officers and crew comprised:

Officers ..... 13  
Crew ..... 71

Of the total number 14 are Japanese and 57 Chinese. Except what small number was required for duty on board, over 50 officers and men were removed to one of the Wharf warehouses at East End.

## Prepaid Advertisements.

ONE CENT PER WORD  
for each insertion.

## WANTED:

WANTED. A Young Lady to take charge of Unat, a Chinese Clerk, also a good Shroff. Apply Refresherment, c/o "Hongkong Telegraph."  
Hongkong, 7th Sept., 1912. [647]

ENGLISH, German or Russian girl wanted as nurse for one child. Apply K. T. c/o "Hongkong Telegraph."  
Hongkong, 31st August, 1912. [629]

## TO LET.

MODREENAGH, 21 The Peak, for six months from 1st November. Apply Property Office, Jardine, Matheson & Co., Ltd., Hongkong, 8th Sept., 1912. [639]

TO LET LARGE substantially built Giddis situated on water front, East Point. For further particulars apply Property Office, Jardine, Matheson & Co., Ltd., Hongkong, 18th Aug., 1912. [588]

TO LET on 2nd Floor No. 2, Pedder Street. One roomed Office. Apply Property Office, Jardine, Matheson & Co., Ltd., Hongkong, 22nd May, 1912. [581]

## A STERN REBUKE.

"Eve is again getting under the skin and scales of the serpent. For shame, you women who so degrade your sex as to come into church garbed as though for the pagan orgies which prepared the way for the saddest chapters in the history of this eternal city!"

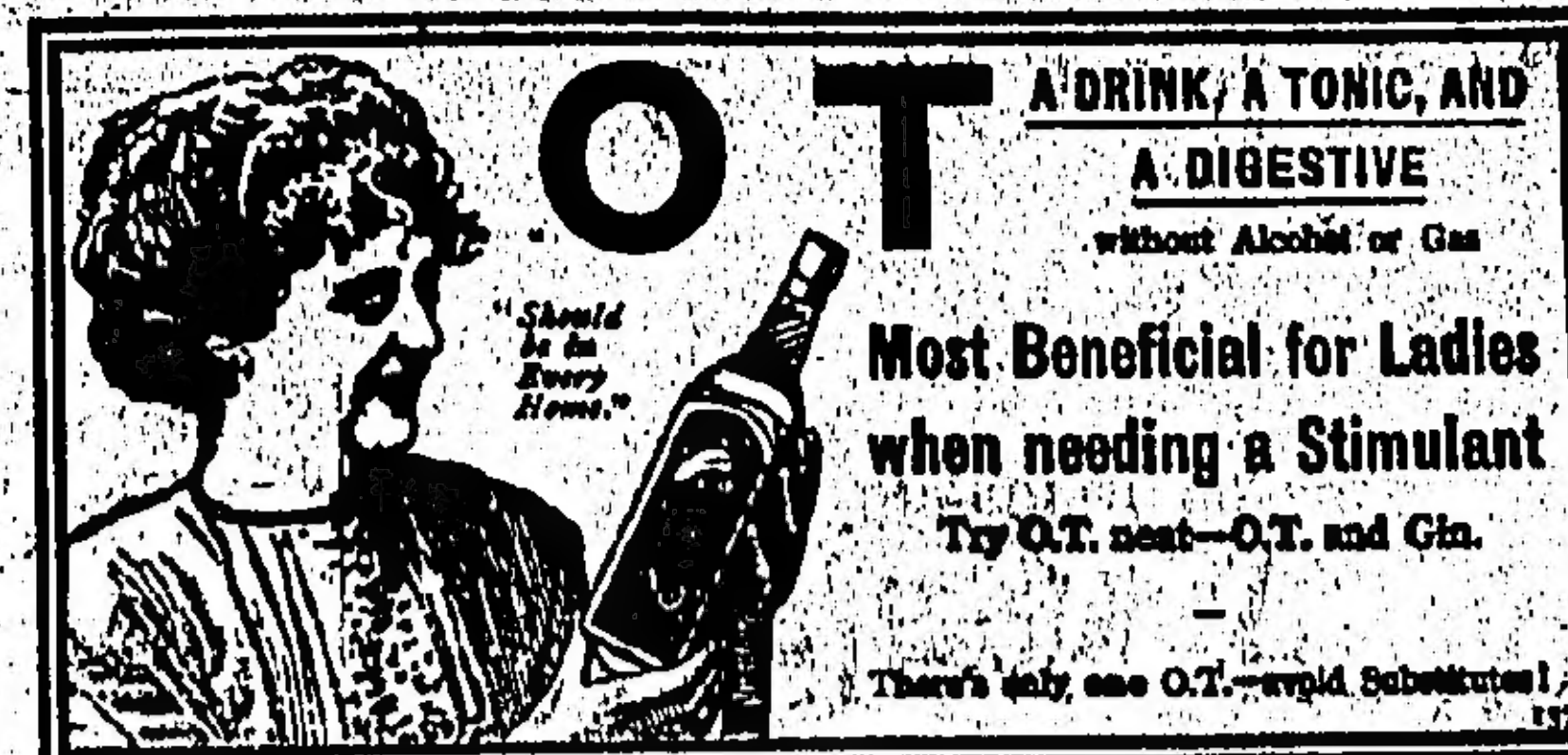
Cardinal Rampolla addressed this stern rebuke to a congregation of women in the Church of San Gabriel, Rome, where many of the society women of that city appeared in the latest and most peacock Paris styles.

This cardinal, who seldom speaks in public, said:

"The extravagance of woman's dress has reached such a point to-day that even the men—I don't speak of Christians, but the ordinary men in the street—feel disgusted."

"Allow me to tell you what indecent clothing is. I consider that dresses which permit the arms and a great part of the neck to be seen, or in which they are only slightly covered with lace or transparent materials, are indecent. Further, skirts which cling to the form may be regarded as indecent and as likely to dry all feelings of natural modesty."

"How can respectable women appear in public thus arrayed? I declare, for my part, that I will not permit women so bedecked to attend confirmation, either as spectators or as godparents to the children. The priest has the right to exclude every person who thus shows her want of respect for the holy sacrament."



## HOW TO DRINK O.T.

ADD A SMALL QUANTITY OF O.T. WITH CRUSHED ICE IF DESIRED, TO ANY AERATED BEVERAGE TO IMPROVE THE FLAVOUR AND FORM A BLEND THAT IS MOST GRATEFUL AND MORE POWERFUL IN ALLAYING THIRST. A SMALL QUANTITY OF O.T. IMPROVES THE FLAVOUR OF WHISKY OR GIN IN A REMARKABLE MANNER AND LESSENS THE INTOXICATING EFFECTS.

## A MORNING PICK-ME-UP:

O.T. IS INVALUABLE AS A MORNING "PICK-ME-UP." O.T. AND HIRANO WILL BE FOUND A SATISFACTORY 'SQUARE-UP.' IT IS WISE TO ALWAYS KEEP A BOTTLE IN THE HOME.

## GARNER QUELCH &amp; CO.

SOLE AGENTS  
FOR HONGKONG AND SOUTH CHINA.

## Notices

TO KEEP  
COOL  
WEAR  
THE  
LIGHTEST  
WEIGHT  
AERTEX  
CELLULAR  
TO BE  
OBTAINED  
at  
SHAW'S



only.  
IN TENNIS, DAY, TUNIC and undershirts, PRUNK DRAWERS

J. T. SHAW  
HONGKONG HOTEL.  
21, Queen's Road.

## HOTEL CRAIGIEBURN.

## PLUNKET'S GAP

The Peak,  
near the Tram Terminus  
Tel. 56.  
For Terms apply to the  
MANAGER.

## CONCRETE REINFORCEMENT

## THE LOCK WOVEN WIRE MESH SYSTEM.

Selected after competition with all other systems by the Advisory Board to His Majesty King George IV as the sole reinforcement to be used in the construction of the New Water Works for Windsor Castle.

FULL PARTICULARS AND PRICES FROM  
THE UNITED ASBESTOS ORIENTAL AGENCY, LD.,  
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## THOS. COOK &amp; SON,

Tourist, Steamship and Forwarding Agents,  
Bankers, &c.

Head Office for the Far East:—11, D'ARCY ROAD, HONGKONG  
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TICKETS SUPPLIED TO EUROPE by the principal STEAMSHIP LINES and TRANS-SIBERIAN RAILWAY.  
TOURS arranged to ALL PARTS of the WORLD.  
BAGGAGE collected, forwarded and insured at lowest rates.  
LETTERS of CREDIT and CIRCULAR NOTES ISSUED and CASHED.  
FOREIGN MONIES exchanged.  
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SHIPBUILDERS, SALVORS, AND REPAIRERS, BOILERMAKERS, FORGEMASTERS, BRASS AND IRON FOUNDERS, CONSTRUCTIONAL, ELECTRICAL AND MECHANICAL ENGINEERS.

THE WELDING AND CUTTING OF METALS  
By the OXY-ACETYLENE SYSTEM  
Modern Appliances for quick construction and repair of Ships, Engines, Boilers, Railway Rolling Stock, Bridges, and all Classes of Engineering, Iron and Wood Work.  
Hydraulic & Pneumatic Tools, installed throughout the Works.

THE TAIKOO DOCKYARD & ENGINEERING CO.  
OF HONGKONG, LIMITED.  
TAIKOO DOCKYARD, HONGKONG.  
GRAVING DOCK  
787ft. by 88ft. by  
34ft 6in.  
Pumps empty Dock in  
2 1/2 hours.  
THREE PATENT SLIPWAYS taking vessels up to 5,000 tons displacement, providing conditions for painting ships with most efficient results.

100-TON ELECTRIC CRANE on Quay—ELECTRIC OVERHEAD CRANES throughout the Works Ranges up to 100 Tons.  
60-TON HYDRAULIC TESTING MACHINE for Gears, Wires, Ropes, Rivets, Etc.  
Estimates given for Docking, Repairs to Hull and Machinery, Constructional Work.  
DOCKYARD MASTERS, Mr. J. BAIN, can be seen between the hours of 11 a.m. and Noon.  
TELEGRAMS: "TAIKOO DOCK" HONGKONG.

BUTTERFIELD & SWIRE,  
HONGKONG, CHINA AND JAPAN.

## Notices

The Fascination of the East  
is brought home to you in the perfection to which Egyptian Cigarettes have been brought by Bouton Rouge and Felucca.  
The care with which they are made, under ideal climatic conditions, starting from the selection of the leaf to the finished product, makes these brands a revelation to the cigarette connoisseur.  
A Luxury to the Man of Taste.  
Sole Agents: British American Tobacco Co., Ltd., Hong Kong.



# WATSON'S E

VERY OLD LIQUEUR.

## SCOTCH WHISKY.

A BLEND OF THE FINEST PURE  
MALT SCOTCH WHISKIES.For over 80 Years WATSON'S 'E' has maintained  
the reputation of the FINEST SCOTCH  
WHISKY in the FAR EAST.

A. S. WATSON &amp; CO., LTD.

ESTABLISHED A.D. 1841.

WINE &amp; SPIRIT MERCHANTS.

### BIRTHS.

SCHIERHORST.—On September 3, 1912, at 378 Avenue Paul Brunat, Shanghai, to Capt. and Mrs. Schierhorst, a daughter, STANION.—On September 3, 1912, at Shanghai, to Mr. and Mrs. W. K. Stanion, a son.

NICHOLSON.—On Sunday, the 10th Aug., the wife of E. C. Nicholson of the New House, Shalton, and of Taipei, Perak, of a daughter.

### MARRIAGES.

WEBB: HARR.—At St. Andrew's Cathedral, Singapore, on Sept. 2nd, by the Rev. F. G. Swinfull, M.A., Colonial Chaplain, George Robert Holden Webb, oldest son of Colonel William Holden Webb, late H. B. 109th Regt., and of the New Zealand Council of Defence, and Mrs. Webb, to Jessie Mariel, daughter of Mr. and Mrs. James Harr of Nelson, New Zealand.

DRAKE: LEISK.—On the 10th Aug., at Christ Church, Sutton Surrey, by the Rev. H. H. Holden, Rector of Uppin ter, Frederick William Drake of "Whitton," Warwick's Bench, Guildford, to Jessie Kate Alice, second daughter of the late William Robert Drake, of Singapore, Straits Settlements, and Mrs. Ellen Davison Leisk, of Abbotford, Abbotford Sutton, Surrey.

The object of this paper is to publish correct information, to serve the truth and print the news without fear or favour.

Cable Address: Telegraph, Hongkong.

Telephone: No. 1. A.B.C., 5th edition. Western Union

The Hongkong Telegraph.

HONGKONG, MONDAY, SEPTEMBER 9, 1912.

### PLAGUE REFLECTIONS.

#### V: THE PROPOSED NEW BYE-LAWS.

We have urged already in this series of articles that the removal of ceilings is altogether too costly and annoying a business to be continued indefinitely without some clear and unmistakable evidence being offered as to its efficacy. No such evidence has been offered, and we doubt whether it can be furnished, but the public are certain to ask for it soon. They are beginning to ask even now, and, if the proposed new bye-laws come into force, questions are likely to be put which must be answered one way or other. As the suggested bye-laws stand, they confer greater powers than ever upon the Sanitary authorities, and it is not an unfair assumption that they are (at least largely) the result of protests, originally inspired by the guilds, to the effect that European houses were too favourably treated. All European houses and work places have not been regarded with a blind eye, and we wonder whether, if the proposed bye-laws become operative, they will operate consistently or whether they, too, will work in pick-and-choose fashion.

We observe that the clause dealing with compensation states that "such compensation shall be calculated so as to cover the cost of making good the portions of the building damaged by such removal, including the lime-washing of any exposed surface and the rebuilding of any necessary wall in materials approved by the Board." The rate of compensation is "to be fixed by the Board," and it is not at all unlikely that for an expensive ceiling, which cost several hundreds of dollars, the proprietor would be compensated at a fixed rate which would bring him about one-tenth of the original cost. The term "making good," again, is too indefinite. It is possible to pull down a wall or a house and to replace it, but, except the second is equal to the first, there has been no "making good." And, any way, is the Board to make good to the satisfaction of the proprietor or of itself only? The compensation clause itself provides an answer. "No compensation shall be payable for any loss of rent or deterioration in the value of the property occasioned or alleged to be occasioned by the operation of these bye-laws." The Board is not to make good all the way.

Is it not time either to have finished with this ceiling business or to have its usefulness proved to the satisfaction of every one? It is not good that tenants should be annoyed, that landlords should suffer loss of rent and deterioration in the value of property, and that the public purse should be depleted, except some actual and visible benefit is being derived. Even in any degree to justify the work, that benefit should be considerable and beyond all doubt. It is not good business to spend money year after year in the mere hope that it will do good. Reasonable men ask that a halt should be called and results considered. If the return for the money spent is not such as to justify past expenditure, it would be folly to spend more. That is a reasonable attitude. Let the public have a statement of results. If they are good—go on; if they are not good—close down the work. That is the only business-like course. But will the Sanitary Board adopt it or does it prefer still to muddle along in the dark?

### DAY BY DAY.

#### THE MAN WHO WINS.

The man who wins is an average man, Not built on any particular plan, Not blest with any peculiar look; Just steady and earnest and full of pluck.

When asked a question he does not "guess," He knows, and answers "No" or "Yes," When set a task that the rest can't do, He buckles down till he's put it through.

Three things he's learned: That the man who tries Finds favour in his employer's eyes; That it pays to know more than one thing well; That it doesn't pay all he knows to tell.

So he works and waits till one fine day There's a better job with bigger pay, And the man who shirked when- ever they could, Are bossed by the man whose work made good.

For the man who wins is the man who works; Who neither labour nor trouble shirks; Who uses his hands, his head, his eyes.

The man who wins is the man who tries. —Charles R. Barrett.

### Jumped Overboard.

It is reported that a man jumped overboard from the launch Leito and was rescued by L. S. Thompson.

### Fell from a Window.

A woman has been removed to the hospital suffering from injuries received through falling from a window.

### Naval News.

The French cruiser D'Iberville arrived in Hongkong to-day. H.M.S. Rozario, Pamo and Janus left to-day for Mira Bay with submarines O. 37 and O. 38.

### Mails Arrived.

The following mails arrived to-day:—s.s. Canada Maru from Japan and Shanghai; s.s. Hongbe from Singapore; s.s. Sinking from Haiphong; s.s. Chinghua from Shanghai.

### Health Return.

Three cases of plague and two deaths were reported last week. All were of Chinese and all were outside the city. There was one case of diphtheria and one case of enteric fever.

### Junk Damaged.

The master of a fishing junk reports that, while passing Cap Sui Mun on the way to Hongkong, the junk was struck by the s.s. Sui Tai. Damage to the extent of \$300 was done.

### Gagged and Robbed.

A gardener from Yaumati reports that, whilst he was asleep, some men burst open the door of his place and gagged and robbed him. Several arrests have been made in connection with the affair.

### Something to Tell His Friends.

Mr. Melbourne to a boy charged with hawking without a licence, at the Police Court, this morning:—"Six strokes in the Police Compound, then he can go and tell his friends not to come up here."

### A Midnight Visitor.

Mr. F. Howell, 11, Wong Nei Cheong Road, has been troubled with a midnight visitor who, however, was scared away by the dogs. A lot of burnt matches and a bag were found on the ground floor verandah, and the steps respectively. In his flight the man knocked over, and broke, several plant pots.

### Garrison Recreation Club.

A meeting will be held in the Soldier's Club on Saturday, September 14th at 12 noon, to select a team to represent "Rest of the Garrison" in a water polo match to be played at the Aquatic Sports of the K.O.Y.L.L.—Each R.G.A. Company to send one representative, R.E. two representatives, if possible, non-players.

### Alleged Highway Robbery.

An alleged highway robbery has been reported from Chung Wan. A man, who says he was going to buy opium for another man, and had in his possession \$55, states that two men who knew he had the money robbed him. Arrests have been made.

### QUESTIONS.

To be answered by those who can: If they will or By those who will: If they can.

Old and wise newspaper heads have stated that it is not the province of a newspaper to ask questions but rather to chronicle news and state facts.

With this we differ so greatly that this column will be placed at the disposal of our readers and correspondents, in order that they may, from time to time, propound such questions of public interest, as may legitimately be asked.

Who, may we ask, is responsible for the hole in the Pokfulam Road, near Belchers Battery?

This hole is over three feet deep, three long, two wide, and is rectangular in shape with sides well defined.

Whom shall we sue for damages should we be thrown from our Pony, or Kicksaw and sustain serious injuries because of this danger spot? No warning light is shown at night either to mark, or call attention to, this hole.

Is it a fact that the Police Station at Sham Shui Po is not provided with even one cell wherein prisoners might be detained to await their trial at the Court? And that under the present arrangements those arrested in this district have to be escorted to Yaumati, a distance of about two miles, at all hours and in all kinds of weather?

### AN IMPORTANT FIND.

Pawn Ticket May Prove Useful Burglary Clue.

We have been informed on very good authority that the man remanded by the Bench on Saturday, on a charge amongst others of unlawfully entering the house of Mr. Mountford Williams, the Peak, was found in possession of a pawn ticket relating to the watch of Mr. J. R. Wood, who missed the same one evening from his house where he resides with Mr. Badesley Captain Supr. of Police.

The watch, it is stated, has been redeemed to-day. All evidences point to the strong possibility of the man in custody taking at least a share in other burglaries and attempted burglaries in this district.

The residences of the Hon. Mr. H. E. Pollock, Mr. Barlow, the Hon. Mr. Badesley, Captain Superintendent of Police and Mr. Pumphlett were all entered. In the case of Mr. Pumphlett, it will be remembered that he rose in time to disturb the burglar and found his valuables arranged on the verandah, ready to be carried away.

The pawn ticket may prove to be a most important clue in the end.

### Alleged use of the Chopper.

Two Chinese have been removed to the hospital suffering from injuries to their heads alleged to have been inflicted by another man with a chopper.

Sir Hugh Clifford. Sir Hugh Clifford, Colonial Secretary of Ceylon, has been appointed Governor of the Gold Coast, in succession to Mr. J. J. Thorburn (late Assistant to the Colonial Secretary of Ceylon) who has retired.

### Unpleasant Awakening.

A seaman from the Wilmington has reported that he has lost his watch, jewellery, and money, to the total value of \$60. It is stated that he engaged a rickshaw to take him to the Sailors' and Soldiers' Home. He fell asleep, and when he woke up he was outside the door of the Institution and the property mentioned was missing.

### Victoria Theatre.

Messrs. Ramos are offering a novel attraction at the above theatre in Mr. E. Hill, electrical cartoonist. As the artist sketches his work is thrown by means of a powerful electric lamp on to a screen. The quickness and clearness of his work are most remarkable, and no one should fail to see him. Balle and Patey continue to draw good houses with their popular songs, and the pictures are, as usual, highly entertaining, especially the representation of Dickens' "Edwin Drood."

### HONGKONG IMPRESSIONS.

#### II: A Yankee Girl Learns More of Our Ways.

Who said anything about impressions? The place is chock full of 'em, and now that I have discovered that a most thoughtful Governor-in-Council, (whatever sort of a hydra-headed functionary that may be), has forbidden motor cars during the sleep hour, and that I have only had to jump for my life once, I am quite able to absorb the sights. (And besides, our own Jackies use them a good deal when on shore leave, so why be a spoilsport and exhibit a continual grouch?)

We have set up house-keeping in a flat that has a lovely view, a 1 by 1 gas stove, and a Shanghai tub. Beds, of course, and other furniture; but that Shanghai tub! Oh yes, and we have Chinese boys, two chow dogs and a few cats which come in occasionally; and we live in fear of burglars. So we are quite comfortably settled.

Of course we have been here only a few days, but we Yankees are great at hustling; much as a compatriot said when he reached London:

"The two things that I want to see are The National Gallery and The Church of England; then I'll have seen it all."

There is one thing of which I am quite sure, and that is that the King's English is of little use in Hongkong! Our No. 1 boy is exceptionally good in English, so we are told—but when he announced that for our first breakfast we should have lice, meekle, ouffey, toasties, fried battata and *Ming Ha*, I threw up both hands and said, "Dec-lighted!"

We had dined the night before at one of the most excellent restaurants, and I simply loved the way one orders by number. It would be rather fun to give a dinner where all the numbers were put in a hat and one must say what one draws! (I always did like a gamble of any kind).

Bury! The heavy report echoed viciously, the chow barked, and I—No I did not scream. It would be rather fun to give a dinner where all the numbers were put in a hat and one must say what one draws! (I always did like a gamble of any kind).

Notice, by the way, that Hongkong has not taken up the very latest movement in New York, viz: an anti-noise Society! This is only a suggestion, of course, but were it to be carried, some enterprising firm would make a good thing in manufacturing muzzles for the coolies. Life is great fun, if one only looks at it the right way, and although the heat is far greater than I have ever experienced, and our friends din in our ears the fact that "Oh you will soon have enough of it!" I manage to get a lot of amusement in shopping. The term "shopping" with us does not at all mean that we buy anything. We may do so, but we usually merely want to look-see. (My only term in pidgin English!) The shopping is fun! I had all ways thought that Italy and Turkey were the lands of many prices, but I find that if I smile my best party smile and offer half, then start out, I cross the tape a winner in Hongkong!

While on the topic of winners, though, I played the Pari Mutuel outfit at the Gymkhana and, frankly, got stung. What a contrast to the good old English bookie at Newmarket, Epsom, Ascot, etc! How the diabolical few Englishmen here get along at all-at all is more than I can see. Must be great fun to lopo a pony round, after the false start whistle has blown, and then rake in all the kale! (Money can't be made more easily in N. Y. than that!)

However, I didn't hear any loud kicks, so I suppose it's all right. Hongkong fashions do not remind me of the races at Cauteuil—or even at Saratoga Springs,—but they are pretty—in their way. English women's figures necessitate a certain cut of clothes,—anybody knows that,—but still they make a very good showing. The things that I wear seem to cause many polite stares, but I

may not describe them, lest I be "discovered,"—as the Irishman would say.

Aren't the evening lights on the hills lovely? The faint purple haze that follows the sun's setting softens the outlines of the great hills, that during the day are harshly out against the sky; and, as the short twilight comes to an end, the twinkling of the myriads of lights is like a fairy land. It is especially beautiful to me from the harbour, when one has a quiet launch and slowly steams along, threading one's way in and out, past the dark hulls of the many ships, whose tall spars are as motionless fingers pointing towards the great garden of stars.

In the stillness, that is broken only by the gurgling tinkle of waters at the bows, come the clear notes of a bugle, and the soft tones of bells.

### THE WATERWITCH.

Considerable interest was taken last Monday in Singapore, in the operations near the "Waterwitch" which sank after being rammed by the "Seamew" on the previous morning. The "Waterwitch" is plainly visible at low water and can be seen from the Esplanade says the "Singapore Free Press." Salvage operations have been continued by the Tanjong Pagar Dock authorities and many of the movable fixtures were salvaged, including the chronometers and compasses. An attempt will be made, and it is thought with success, to raise the vessel, when it will better be seen whether the damage is so extensive as to make repairs out of the question. The body of the marine Sturgeess has not yet been recovered.

As regards any enquiry, it is not likely that any public enquiry will be held, as the "Seamew" does not come under Board of Trade regulations, but a departmental enquiry will undoubtedly be held. The officers of the "Waterwitch" will also have to face a court-martial to answer for the loss of their ship, but that should be more or less formal and it is not known whether the Court will sit in Hongkong or whether the enquiry will be held over until the return of the officers to Home stations.

### MARINE COURT.

At the Marine Magistrate's Court, this morning, before Commander O. W. Beckwith, R.N., P.O. Woolford charged Tang Yun, Ho Kan, Ip Kan, Ng Mui and Kwok Tait, boat people, with unlawfully mooring their craft within 100 yards of low water-mark, in a prohibited place and during prohibited hours.

All the defendants pleaded guilty, and were fined \$5 each, with the exception of Kwok Tait, who had to pay a penalty of \$15. Chow Mui, a boatwoman in charge of a passenger boat, was charged with unlawfully carrying seven passengers in excess of the number allowed by her licence.

Defendant pleaded not guilty. P. O. Eastley deposed that at 5.45 a.m. on Sept. 8, he was on duty in the Harbour when he saw the defendant's sloop pulling and sailing towards H.M.S. Tamar. There were eighteen passengers on board, seven in excess of the number allowed.

The defendant stated that her passengers were government servants.

A fine of \$7 was imposed; in default, imprisonment for fourteen days with hard labour.

### THE "CATCH."

A. Chung, Chau, fisherman, came to Hongkong to dispose of his catch and was successful in obtaining \$77 for it. On returning home by launch, he placed beside him a fellow-passenger interested himself in the bag to the extent of appropriating it. The fisherman missed the bag and laid information which resulted in the thief being arrested before he could get away.

### NOTES AND COMMENTS.

The Question of Recognition. We note that Dr. Charles Eliot, the ex-President of Harvard University, who was in the Far East some few months back, has, on his return to the United States, urged the point that America, as the greatest of the existing Republics, should take the lead in giving formal recognition to the new Chinese Republic; and that his plea is enthusiastically taken up by a San Francisco journal. This newspaper observes that the United States should not act alone in the matter, but it might very appropriately take the initiative in bringing recognition about, remarking that a word from the State Department would likely strike a responsive chord in the chancelleries of Europe. Of the "advantages" to China of recognition there can be no question, and nothing could be more fitting than that the great Republic of the West should be the first to acknowledge the baby Republic of the East. But, as we have before pointed out, China has a part to play in the matter, and until she evinces a capacity for grappling with some degree of assurance and success, with the big problems which confront her, she cannot merit, and will not receive, that recognition which she so ardently desires and which, conditionally, her foreign friends are anxious to grant her.

Praise for the Philippine. Mr. Gansvoort J. Allen, globe trotter and writer, who has arrived home in America after a nine months trip, has much that is good to say of the Philippines. His projected book, "A Trip around the World" will deal largely with trade conditions as he found them in the islands—and he made an exhaustive study of them. The islands, he says, are self sustaining, except for the cost of keeping up the army. But if the troops were at home, he urges, they would have to be kept any way, so the expense is not one which can properly be charged against the islands. "It is not going to be long," he says, "before the Philippines are one of the nation's big assets. The resources of the country are wonderful, and use of them is only now beginning to be made."

The Wily Stowaway. A new item is added to the troubles of the Philippine Government over the regulating of the immigration of Arapajes, by the arrival of seventeen Borneo Chinese at Zamboanga. If the American scale of fines resembles the Australian, this will be an expensive business for one of the two boats plying between Sandakan and Zamboanga. Apparently the finding of the captain is the only thing that will check the stow-away game. Nor is the system so unfair as might appear. If it is possible to search a huge liner thoroughly before she casts off, it should be no more difficult to detect the stowaway on a small coaster of a thousand tons. At the same time, the punishment of the Chinese who offend in this manner is usually light in proportion to that inflicted on the ship-owners. The culprit, in this particular case, are probably run-away coolies from the tobacco estates, who were discontented with their lot. If the American authorities can, once let it be understood that a contract-coolie who escapes from Borneo to the Philippines is but jumping out of the frying-pan into the fire, so far as his personal comfort is concerned, they may succeed in persuading him to keep out of their country and off the ships that trade therewith.

Hand Blown Off. A boatman has had his hand blown off through the explosion of a stick of dynamite. It is stated that he was using the explosive for the purpose of catching fish off Lan Tiao Island. The man was sent to Tung Wah Hospital, and afterwards removed to the Government Civil Hospital.

Launch Collision. It is reported that the steam launch Kwong Yik was collided with by the launch Kan Wo. The accident is supposed to have been caused through a man from the latter jumping overboard to save himself. The collision occurred at the moment of playing a game of cards on the launch.



## SPECIAL CABLES.

## A FINE BATTLESHIP.

## TRIAL ACHIEVEMENTS.

(Our Own Correspondent.)  
London, September 8.  
The gunnery and torpedo trials of H.M.S. Princess Royal exceeded expectations.  
She stood the strain of heavy firing at alternate speeds splendidly, one barbet firing eight guns in ninety seconds.  
The contractors are confident that the Princess Royal will prove the swiftest warship afloat; they expect a speed of 32 knots.  
The fastest speed attained by her sister ship, the Lion, is 30.7 knots.

## MONGOLIA.

## RUSSIA RECOGNISES INDEPENDENCE.

(Independent News Agency.)  
Tokyo, September 7.  
A telegram from Peking states that the Russian Minister has announced that Russia recognises Mongolia as an independent state and he has requested that no expeditionary force be sent thither.

Tokyo, September 9.  
A Mukden telegram says that the riots in Mongolia have not been suppressed and that the disquieting nature of the situation in North Manchuria is daily increasing.

## THE LOAN TO CHINA.

(Independent News Agency.)  
Tokyo, September 7.  
The Peking Government has requested the representatives of the Six Powers bankers to re-open the loan negotiations.

## AGAINST FOREIGNERS.

(Independent News Agency.)  
Tokyo, September 9.  
The Chinese Foreign Minister has announced that heretofore foreigners will not be permitted to rent houses within the city walls of Peking, the capital not being a Treaty port.

## THE MIKADO'S FUNERAL FOREIGN REPRESENTATIVES.

(Independent News Agency.)  
Tokyo, September 7.  
Princess Arthur of Connaught is expected to arrive at Yokohama on the 11th inst., while the representative of the King of Spain, the Prince d'Orleans, is expected on the following day.

## THE EXPENDITURE.

Tokyo, September 9.  
The expenditure for the entertainment of the special ambassadors from abroad to the late Emperor's funeral is estimated at two million yen. It will be paid out of the Emperor's Privy Purse.

## FOREIGN NAVAL FORCES.

Later.  
It is announced that five hundred British bluejackets will attend to the funeral ceremony, while warships representing Great Britain, Russia, Germany, and other nations, will fire salutes at Yokohama, and the Commanders-in-Chief, Captains and staff-officers will at Yokohama station see off the train which carries the coffin.

## CHINESE AFFAIRS.

## TO PACIFY THE PEOPLE.

(Independent News Agency.)  
Tokyo, September 9.  
A Peking telegram says that Vice-President Li has asked President Yuan to send a special envoy to pacify the soldiers and officials who are angered at the punishment meted out to General Chang, and who are likely to riot if proper steps be not taken to prevent them.

## RIOTS.

A Peking telegram announces that riots have risen in arms near Hing-wa (?) and are burning and plundering the neighbourhood.

## SUIT FOR POSSESSION.

## Questioning the Validity of a Lease.

This morning in the original Court, before the Chief Justice, Mr. W. Rees Davies, K.C., the case was continued in which Kwok Siu Lou, of 40 Robinson Road, sued Kang Yan Cho, of 255 Queen's Road Central, claiming possession of premises 256 Queen's Road Central which the defendant occupied as tenant at will, which tenancy was determined by notice to quit on March 18. The claim asked, in addition, for two sums of money as profits.

Mr. C. G. Alabaster, instructed by Mr. G. K. Hall Brutton, appeared for the plaintiff, and Mr. Eldon Potter, instructed by Mr. Otto Kong Sing, appeared for the defendant.

It will be remembered that the defence to the claim was that the defendants had leased the premises, under a lease granted by Mr. J. H. Solh, when he was appointed receiver of the rents of an estate including the house in question. The lease was not registered and it was claimed by the plaintiff that it was null and void as against the deed of sale under which the property was bought by the plaintiff. The defendant urged that the sections under which this contention was made did not apply.

On resuming this morning, His Lordship said that he could not sit after the tiffin adjournment.

Mr. Potter expressed the hope that they would be finished before then.

The case has been adjourned until to-morrow.

## SISTERS AT LAW.

The case was continued this morning at the Summary Court, before Mr. Justice Gompertz. Paine Judge, in which Pui To Shi sued Tang To Shi and Tang Shau Wah, claiming recovery of \$1,000 for money lent by the plaintiff to the defendant, or monies paid by the plaintiff to the use of the defendant as surety.

Mr. F. B. L. Bowley, of Messrs. Denny and Bowley, appeared for the plaintiff, and Mr. D. Lewis of Messrs. Johnson, Stokes and Master for the defendants.

The first defendant was a sister of the plaintiff, and she had borrowed many loans from the latter. In answer to Mr. Lewis, the plaintiff admitted that her sister belonged to a very rich family, in which there were two common funds, to help in sending the children to school. Her (plaintiff's) family was poor, but she was able to lend the various sums making the total claimed. Some of the money lent to the defendant, she had had to borrow herself. There were many slips of paper bearing references to the amounts lent, but she had made up the present account, and then destroyed the loose memoranda.

The case was proceeding as we went to press.

## SPORT.

## The Croquet Tournament.

The Croquet Tournament which has drawn many spectators to the Cricket Ground during the past week, reached a very interesting stage on Saturday.

In the mixed Doubles (2nd Round) P. M. Hodgson and Mrs. Master defeated M. R. Harris and Miss Wilkinson by 12 points, whilst T. G. Weall and E. A. U. May beat T. F. Claxton and P. R. Wolf by 5 points. The winners are now finalists.

R. Baker and P. M. Hodgson play the decider for the championship (best out of three games). In the men's Handicap (Single) J. Lloyd beat J. Barton by 1 point, and T. G. Weall conquered O. Baker by 21 points.

The results of the finals will be reported when they are all decided.

## CRICKET.

Kowloon Cricket Club opened the season on Saturday with a practice match between teams captained by the Captain (Mr. J. H. Mead) and the Vice-Captain (Mr. W. L. Wessner).

The Captain's side batted first and were all dismissed for 51, their opponents replying with 118. In a second venture Mead's XI knocked up 150. The result was a win for the Vice-Captain's XI on the first innings.

Next Saturday there will be another inter-club practice match.

## DEATH OF MR. W. ANDERSON.

## A Fuller Account.

The "L. & O. Express" of August 16, gives the following details of the death of Mr. Anderson:—Mr. W. Anderson, aged eighteen, who is the son of General Anderson, commanding the British forces in South China, was killed while crossing the railway line at Hsuehneulz, Boulogne on the 11th instant. Together with his mother and two brothers, the young man was crossing the line in order to catch a train to Pont-de-Briques. Mr. William Anderson, not noticing that the Calais-Bale express was approaching at tremendous speed, started to cross the rails, despite the warning cries of an official. He was caught by the front of the engine, thrown thirty yards ahead, and falling between the rails was crushed by the express. A distressing scene ensued, Mrs. Anderson, who had remained on the platform with her other two sons, being prostrated with grief.

## Cause of the Accident.

The accident seems to have been entirely due to Mr. Anderson ignoring the warning of the officials, according to Router's Agency. Mrs. Anderson had only returned recently from Hongkong to spend a holiday with her sons, at Hsuehneulz. The remains of Mr. William Anderson were conveyed to England en route for Waterford, where the interment took place. The uncle and brother of Mr. Anderson, who was the second son of General Anderson, accompanied the body. It is a sad coincidence that General Charles Anderson, who has himself passed unscathed through more fighting than falls to the lot of most modern soldiers, should have lost his son by a railway accident. General Anderson, who has commanded the troops in South China since 1910, entered the Army 36 years ago. His active service includes the Jowaki-Afridi expedition of 1877, the Afghan war of the following years, the Burmah expedition of 1885, the North-West Frontier in 1897, and the command of the 1st Brigade in the Bazar Valley expedition and the Mohmand Field Force four years ago. He has been mentioned in despatches on numerous occasions.

## CANTON NEWS.

## The Currency Problem.

(The "Telegraph" Correspondent.)

Canton, September 7.

Various plans for the maintenance of the paper currency have been disclosed by the Government, including the raising of a "patriotic loan" to the extent of a million dollars. It is also proposed to impose a tax on the reassignment of title deeds, which it is estimated will bring in over ten million dollars. It is calculated that, as a result of the various measures now put forward, the Government will by degrees secure a reserve fund of 30 million dollars against the circulation of notes.

## Portuguese in Trouble.

On August 25, three or four Portuguese entered the forest adjoining Pakling village, in the vicinity of Chinan, on a shooting expedition, and in the course of their sport they accidentally shot an old woman, her grandson and grand-daughters, though not injuring them fatally. The villagers rose in indignation at the incident, and had it not been for the arrival of police, troops and the foreign employees of the Kung Fuk Oustoms, the Portuguese would have fared badly. Through the latter's advice the sportsmen departed after paying compensation to the injured people. The Commissioner of Foreign Affairs has now addressed the Portuguese Consul on the Shameson on the matter, pointing out that foreigners are precluded by Treaty from shooting in Chinese territory, even though they have passports. In the present case, he says, the Portuguese did not even have passports, and he requests the Consul to ask the Governor of Macao to prohibit Portuguese from entering Chinese territory for any purpose whatever unless they have passports.

## KOWLOON CUSTOMS.

## Interesting Report for 1911.

In his report for 1911, Mr. A. H. Harris, Commissioner of Customs for Kowloon district, says:—  
Regarded from a commercial standpoint, "disappointed" expectations probably convey the two words the impression that the year under review has formed in men's minds. The year opened with favourable prospects, and money being plentiful, credit was easy. The commencement of revolutionary activities in the spring brought about an immediate change, and trade, especially import, suffered severely. It is satisfactory to be able to report that repudiation of contracts has not been a feature here, allowing that bitter experience of former losses has induced a more conservative policy, and dealers do not mean to be caught with large forward orders on their hands as in 1906. Deliveries of yarn during the year have been fairly satisfactory. From India it is reported that some 160,000 bales have been imported into Hongkong, the average of the last three years being 190,000. Although the price of yarn at the end of the year was less than at the commencement by some ten per cent., a fall of 40 per cent. in the price of American cotton must, it is thought, compel a further reduction in home prices before Chinese dealers will come into the market.

An interesting feature of trade in Hongkong has been the large flour business financed during the year. The importation was something over 5.1-2 million bags, as against a little under 3 million bags in 1910. Prices have fluctuated but little. Dealers have had a good year, and it is anticipated by them that, with a shortage of the rice crops, wheat will enter more largely into the diet of the Chinese. The researches that connect the origin of that insidious disease beri-beri with the use of highly polished rice are worth mentioning. The highly polished rice, although pleasing to the eye, is considered harmful to the health when the diet is largely a rice one. A fine scope for the ingenuity of the advertiser in pointing out the advantages of hand-milled rice and of flour as articles of diet would seem to offer itself.

Imports into Canton during the year, both by steamer and junk, have been slightly below normal, while stocks held, and expected to arrive, in Hongkong are heavy; and this can be accounted for by the troubled conditions on the mainland, dealers being afraid to carry stocks in Canton and coast ports, and for some time they have been content to ship only their day-to-day requirements. Imports of rice into Canton by steamer just exceed three-quarters of a million piculs, and are 50 per cent. less than in the preceding year; by junk 24 million piculs have been imported, or 80 per cent. less than 1910. The inference to be drawn is that the two Kwang provinces were able to satisfy their own requirements.

The trade outlook for 1912 is not very encouraging at the time of writing, but a revival is inevitable—the wants of the provinces must be met; the resources of the country are numerous and undeveloped and the Chinese have trading capacities of a high order. On the 4th October 1911 the railway connecting Hongkong with Canton was formally opened to through traffic. A large number of guests accepted the invitation of the railway management to travel over the line from Canton to Shumohun, where a reception was held and luncheon provided, and thence on to Hongkong, where His Excellency the Governor officially entertained a representative gathering in the evening. Interesting forecasts of the railroad's future career were made; but for these I must refer my readers to the local press. The short period which has elapsed, interrupted as it has been by the revolution, is proving that the line is not only meeting a need, but is creating a traffic that clearly indicates that the future of the line is assured. It should add that in order to facilitate through traffic and obviate delay at the frontier a branch office of

(Continued on Page 10.)

## EUROPEAN CONVICTED.

## Officer of the Zafiro Assaults Police.

At the Police Court, this morning, E. J. Fitzgerald, fourth officer of the s.s. Zafiro, was charged, at the instance of Inspector McHardy, with assaulting European constable 64, in Sampson Street, on Sunday afternoon.

According to the evidence of the constable, he heard a police whistle blown about 4.25 on Sunday afternoon and, on going to the house where the whistle was blown, he found the defendant having an altercation there. The defendant, on seeing him, grabbed him by the throat and assaulted him. With the aid of a bluejacket the defendant was taken to the station. Defendant struck him twice.

Defendant:—You say I struck you twice?

Constable:—Yes.  
Defendant:—I don't remember that; the only thing I remember was getting a blow on the head (laughter).

Mr. Melbourne:—This is a very serious offence—a very, very serious offence. \$25.

Inspector McHardy:—On both charges? (The other of disorderly conduct).

Mr. Melbourne:—No caution—on the other.

## WITHOUT PERMISSION.

Chinese Fined for Being in Servants' Quarters.

At the Police Court, this morning, a Chinese was charged, before Mr. E. A. Irving, with being in the servants' quarters of 81, the Peak, and also with being in the servants' quarters of the residence of Mr. Wilkinson, 83, the Peak, without permission.

Defendant was fined \$5 or in default fourteen days, and ordered to find a surety in \$100 for his good behaviour, or go to gaol for one month.

## TYPHOON WARNING.

The telegram quoted below was received by the American Consulate General, Hongkong, from the Manila Observatory at 12.15 p.m. to-day:—

Manila, September 9, 1912.  
Low pressure area extending from the China Sea to the Pacific across northern Luzon and the Balintang Channel. A real typhoon may develop later.

## To-day's Advertisement

G. R.

## QUEEN'S COLLEGE.

TERM begins at 9 A.M. MONDAY, September 16th. New boys will be examined and classified on FRIDAY, 13th and SATURDAY, 14th inst., each day beginning at 9 A.M.

By Order,  
Hongkong, 9th Sept. 1912. [650]

## FOR SINGAPORE, PENANG, AND CALCUTTA.

(Taking cargo on Through Bills of Lading to Rangoon, Madras, and Manilla.)

## THE Steamship

## "JELUNGA"

Capt. Macdonald, will be despatched for the above ports on SATURDAY, the 14th inst., at 8 P.M.  
For Freight or Passage, apply to DAVID SASSOON & CO., LD., Agents.

Hongkong, 9th Sept. 1912. [648]

## FOR SHANGHAI, KOBE AND MOJI.

## THE Steamship

"GREGORY APOAR,"  
Captain J. E. Drake, will be despatched for the above ports on SATURDAY, the 14th inst., at Noon.

The Steamship has superior accommodation for passengers, is installed throughout with Electric Light and carries a daily certified doctor.

## RETURN TOURS TO JAPAN

(Occupying 20 days.)

Return tickets are available by the Indo-China Steam Navigation Co.'s Steamers. Fare for round trip \$190.

For further particulars, apply to DAVID SASSOON & CO. LD., Agents.

Hongkong, 9th Sept. 1912. [646]

## DAIRY FARM NEWS.

Dining out this evening. Bridge? No; Poker.  
That means a late night? Yes, and a thirsty morning! and KIPPERED HERRING for breakfast AND an excuse for a cocktail or two at eleven.

August 12, 1912.

## JAS. BUCHANAN &amp; CO.'S SCOTCH WHISKIES.

**THE POPULAR**  
**BLACK & WHITE**  
**WHISKY**

Red Seal, Tando, Piebald, Royal Household, Special Liqueur.

GARNER QUELCH & CO.

SOLE AGENTS. Tel. 636.

## S.O.A.E.O.

FAR EAST OXYGEN AND ACETYLENE CO., LTD.  
AUTOGENOUS WELDING.

Repair of boilers and hulls, welding of cracks.  
Renewing of corroded plates by addition of metal.  
Welding of broken pieces of any kind of metal.  
OFFICE: St. George's Building, 3rd Floor, Telephone 1088. [45]

## CHLORO-NAPHTHOLEUM.

ON is unlike every other disinfectant. There are disinfectants that will kill germs, but will not keep away parasites and insects. There are preparations that will kill insects but that will not kill germs. They only thing that can truthfully be called a perfect disinfectant is one that will drive away and kill germs, parasites, insects and all—one that will destroy impurity and bad smells and not merely hide them by the strength of another smell. ON is a perfect disinfectant.

CHINA COMMERCIAL COMPANY.

## DR. MACKENZIE'S STOUT.

A Light, Palatable, Nourishing Stout. It is a Brain, Body and Nerve Revitaliser. A True Food Tonic, increasing the energy and giving fresh vigour to body and mind.

Hongkong.....July 24, 1912.

Substance for analysis:—Stout

Dr. Mackenzie's Burton on Trent

Marks:—Invalid Stout, Specially brewed for the East.

Received:—On July 17th, 1912, from Messrs. Gande, Price & Co., Hongkong.

Results of Analysis:

100 fluid parts of the sample contains:—

Solid matter ..... 5.18

Ash ..... 28

Free acid as acetic ..... 21

Percentage of alcohol ..... 5.05

Specific gravity at 15.5° C. .... equal to 1.011

Arsenic ..... absent.

The results show that the sample is both good and sound.

FRANK BROWNE,

Govt. Analyst.

Messrs. Gande, Price and Co.,

Hongkong.

SOLE AGENTS:—

**GANDE PRICE & CO., LTD.**

Wine Merchants.

(Telephone No. 135)

12, Queen's Road Central, Hongkong.

Hongkong, 2nd September 1912



## Shipping

## CANADIAN PACIFIC RAILWAY COMPANY'S.

ROYAL MAIL STEAMSHIP LINE.

"EMPIRE LINE."

Sailings from Hongkong and Quebec.

"E. of Japan" .....	Satur. Sept. 14	"Allan Line" .....	Fri. Oct. 11
"Monteagle" .....	Oct. 5	"E. of Ireland" .....	Nov. 1
"E. of India" .....	Oct. 26	"Allan Line" .....	Nov. 22

All steamers leave Hongkong at 6 P.M.  
To Vancouver, U.C., calling at Shanghai, Nagasaki (through the Inland Sea of Japan), Kobe, Yokohama and Victoria, B.C.  
Passengers booked to all the principal ports in Canada, the United States and Europe, also around the world.  
For further information, Maps, Guide Books, Rates of Passage and Freight, apply to—  
D. W. Craddock, General Traffic Agent,  
82, Corner Fodder Street and Praya (Opposite Blake Pier.)

## INDO-CHINA STEAM NAVIGATION CO., LTD.

(PROJECTED SAILINGS FROM HONGKONG.—SUBJECT TO ALTERATION.)

For SHANGHAI ..... TINGSANG ..... Tuesday, 10th Sept., Noon.  
SANDAKAN ..... MAUSANG ..... Thursday, 12th Sept., 4 P.M.  
MANILA ..... YUENSANG ..... Saturday, 14th Sept., 2 P.M.  
SHANGHAI ..... KWONGSANG ..... Sunday, 15th Sept., 10 P.M.  
TIENTSIN ..... CHIPSHING ..... Thursday, 10th Sept., Noon.  
MANILA ..... LOONGSANG ..... Saturday, 21st Sept., 2 P.M.  
SINGAPORE, PENANG ..... NAMSANG ..... Monday, 23rd Sept., Noon.  
SHANGHAI, KOBÉ & MOJI ..... KUTSANG ..... Tuesday, 24th Sept., Noon.  
RETURN TOURS TO JAPAN (Occupying 24 days).  
The steamers "Kutang," "Namsang," and "Kutong," leave about every 8 weeks for Shanghai and Japan returning via Kobe (Inland Sea) and Moji to Hongkong. Time occupied 20 days. This service is supplemented by the "Laisang" and "Kunwang" leaving Hongkong at regular intervals for Moji and Kobe and returning thence direct to Hongkong. Time occupied 16 days. These vessels have all modern improvements and are fitted throughout with Electric Light.  
A daily qualified surgeon is also carried.  
Steamers have superior accommodation for First-class Passengers, and are fitted throughout with Electric Light.  
Taking Cargo on Through Bills of Lading to Yangtze Ports, Chosen, Tientsin, via Chingwangtao.  
Taking Cargo on Through Bills of Lading to Kuddat, Lahad Dato, Singapore, Tawau, Uman, Jesselton and Labuan.  
For Freight or Passage, apply to JARDINE MATHESON & CO., LD., Telephone No. 215. General Managers.

## "SHIRE" LINE OF STEAMERS, LD.

PROJECTED SAILINGS FROM HONGKONG.

(SUBJECT TO ALTERATION.)

FOR	STEAMERS	DATE OF DEPARTURE
SHANGHAI, KOBÉ & YOKOHAMA	FLINTSHIRE	About 1st Oct.

\* Does not carry passengers.  
These steamers have superior accommodation for a limited number of First Class Passengers. Cabins are situated midships, and are fitted with electric light and fans. Attention is particularly directed to the moderate fares charged.  
For Freight or Passage, apply to

JARDINE, MATHESON &amp; CO., LD., AGENTS. [94]

## HONGKONG, CANTON, MACAO, AND WEST RIVER STEAMERS.

JOINT SERVICE OF THE HONGKONG, CANTON AND MACAO STEAMBOAT CO., LTD., AND THE CHINA NAVIGATION CO., LTD., HONGKONG-CANTON LINE.  
HONGKONG TO CANTON CANTON TO HONGKONG  
MONDAY, 9th SEPTEMBER.  
10.00 p.m. "KINSHAN." 5.00 p.m. "FATSHAN."  
TUESDAY, 10th SEPTEMBER.  
8.00 a.m. "HEUNGSHAN." 8.00 a.m. "HONAM."  
10.00 p.m. "KINSHAN." 5.00 p.m. "FATSHAN."  
These steamers, carrying His Majesty's Mails, are the largest and fastest on the River. Special attention is drawn to the Superior Saloon and Cabin. Electric Fan in each Cabin.

## HONGKONG-MACAO LINE.

S.S. "SUI TAI" Tons 1651 S.S. "SUI AN" Tons 1651

## HONGKONG TO MACAO.

Week days at 8 A.M. &amp; 2 P.M. from the Company's Wing Lok Street Wharf. Sunday at 2 A.M. &amp; 12.30 P.M. from the Company's Wing Lok Street Wharf.

## MACAO TO HONGKONG.

Week days at 7.30 A.M. and 2 P.M. Sunday, at 7.30 A.M. and 5 P.M.

## EXCURSION TO MACAO.

SUNDAY, 8th SEPTEMBER.

The Company's Steamship, "SUI AN."

will depart from the Company's WING LOK WHARF at 9 A.M. Departure from Macao at 5 P.M.  
N.B.—The Company will also run a steamer from Macao on Sunday morning at 7.30 A.M. and from Hongkong at 12.30 P.M. from the Company's Wing Lok Street Wharf.This steamer connects with the excursion steamer returning from Macao at 5 P.M.  
Further particulars may be obtained at the Office of the Company.

## FARES AS USUAL.

Further particulars may be obtained at the Office of the Company.

## CANTON-MACAO LINE.

S.S. HOI-SANG, 487 Tons.

Departures from Macao to Canton on Mon., Wednes., &amp; Fri., at 9 P.M.

Departures from Canton to Macao on Tues., Thurs., &amp; Satur., at 4.30 P.M.

## JOINT SERVICE OF

HONGKONG, CANTON AND MACAO STEAMBOAT CO., LTD., THE CHINA NAVIGATION COMPANY, LTD., AND THE INDO-CHINA STEAM NAVIGATION COMPANY, LTD.

## CANTON-WUCHOW LINE.

S.S. "SAINAM," 588 Tons, and "NANNING," 569 Tons.

One of the above steamers leaves Canton for Wuchow every Monday, Wednesday and Friday at about 8 A.M., and the other leaves Wuchow for Canton on the same days at 8.30 A.M. Round trips take about 5 days. Passengers

depart from Hongkong or vice versa by the Company's direct steamers "SAINAM" and "SAINUI." These vessels have superior Cabin accommodation and are lighted throughout by electricity. Electric Fan in each Cabin.

Booking Office open daily (Sunday excepted) 9 A.M. to 5 P.M.

Further particulars may be obtained at the Office of the

HONGKONG, CANTON &amp; MACAO STEAMBOAT COMPANY, LIMITED.

HOTEL MANSIONS (FIRST FLOOR), Opposite the Bank of China.

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## Shipping

## NIPPON YUSEN KAISHA

(THE JAPAN MAIL STEAMSHIP CO.)



PROJECTED SAILINGS FROM HONGKONG.—SUBJECT TO ALTERATION.

Destination.	Steamers	Sailing Dates.
MARSEILLES, LONDON & ANTWERP via SINGAPORE, PENANG, COLOMBO, SUEZ & PORT SAID	KAGA MARU, Capt. Tabara, T. 12,500 ATSUTA MARU, Capt. J. Nagao, T. 10,000	WEDNESDAY, 11th Sept., at Daylight. FRIDAY, 27th Sept., at 5 P.M.
VICTORIA, B.C., & SEATTLE via KRELUK, S'RAL, MOJI, KOBÉ, YOKOHAMA, SUEZ & YAMA	SHIDZUKA MARU, Capt. Iizawa, T. 12,500 TAMBA MARU, Capt. S. Wada, T. 12,500	TUESDAY, 10th Sept., at 4 P.M. TUESDAY, 24th Sept., at 4 P.M.
SYDNEY & MELBOURNE via MANILA, THURSDAY ISLAND, TOWNSVILLE and BRISBANE	KUMANO MARU, Capt. M. Wicket, T. 9,500 YAWATA MARU, Capt. T. Sakino, T. 7,000	FRIDAY, 27th Sept., at Noon. FRIDAY, 25th Oct., at Noon.
BOMBAY, SINGAPORE & COLOMBO	ISANUKI MARU, Capt. J. Toranaka, T. 12,500	MONDAY, 16th September.
N'SAKI, KOBÉ & YOKOHAMA	YAWATA MARU, Capt. T. Sakino, T. 7,000	WEDNESDAY, 25th Sept., at Noon.
SHANGHAI & KOBÉ	TOTOMI MARU, Capt. Kawashima, T. 5,000	TUESDAY, 10th September.

Cargo only.

Fitted with new system of wireless telegraphy.

## CALCUTTA LINE.

Regular fortnightly service between Kobe and Calcutta via Moji, Hongkong, Singapore, Penang and Rangoon.

NEXT SAILINGS FROM HONGKONG:

REDUCED SUMMER RATES BETWEEN HONGKONG AND JAPAN PORTS.

PEOIAL EXCURSION TICKETS (1st & 2nd class) available for 3 months	YOKOHAMA	KOBÉ	MOJI	NAGASAKI
1st class .....	\$185	\$122	\$108	\$95
2nd class .....	\$81	\$75	\$65	\$57

With option of Rail between Steamer's Calling ports in Japan.  
For further information apply to  
Telephone Nos. 292 & 1241.

T. KUSUMOTO, Manager.

## CHINA NAVIGATION CO., LTD.

SAILINGS SUBJECT TO ALTERATION.

FOR	STEAMERS	TO SAIL
SAMARANG & SOERABAYA	"PAKHOI"	10th Sept. Noon.
MANILA, CEBU & ILOILO	"TEAN"	10th " 4 P.M.
SHANGHAI	"CHINHUA"	12th " 4 P.M.
SHANGHAI	"ANHUI"	14th " M'night.
MANILA, CEBU & ILOILO	"KAIFONG"	17th " 4 P.M.
WEIHAIWEI & TIENTSIN	"KUEICHOW"	21st " 4 P.M.

This steamer has superior accommodation with Electric Light throughout and Electric Fans in State-rooms. A daily qualified Doctor is carried. Reduced Fares, Cargo booked through for all Australian, New Zealand and Tasmanian Ports.

DIRECT SAILING TO WEST RIVER, Twice Weekly.

S.S. "LINTAN" and S.S. "SANUI"

MANILA LINE—Two crew Steamers "Tan" and "Taming," saloon accommodation amidships; electric fans fitted; extra state-rooms on deck; aft. Saloon accommodation of S.S. "Kallong" is situated on deck, aft; Electric Fans fitted.

SHANGHAI LINE—FAST SCHEDULE TWIN-SCREW STEAMERS (Anhui, Chienan, Linan, Chihua)—with excellent passenger accommodation. Electric Light throughout and Electric Fans in the State-rooms and Dining Saloon, leave Hongkong for Shanghai direct every Thursday and Sunday, taking cargo on through Bills of Lading to all Yangtze and Northern China Ports.

N.B.—Passengers must embark before midnight on Saturday for the Sunday morning sailings. A Company's launch leaves Murray Pier at 10 o'clock every Saturday night.

These steamers land passengers in Shanghai, avoiding the inconvenience of transhipment at Woosung.

Reduced Fares:—Single \$45. Return \$75.

## NEW SERVICE.

SHANGHAI TO ANTUNG

Sailing on alternate Wednesdays.

For Freight or Passage apply to

Telephone No. 86.

Hongkong, 7th September, 1912.

BUTTERFIELD &amp; SWIRE, Agents.

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## Shipping

## HONGKONG—PHILIPPINES.

## PHILIPPINE STEAMSHIP CO.

Steamship.	Tons.	Captain.	For	Sailing Date.
ZAFIRO	4000	M. C. Smith.	Manila, Mangarin, Iloilo and Cebu.	MONDAY, 9th Sept., 4 P.M.
RUBI	4000	S. A. Crosby	Manila, Mangarin, Iloilo and Cebu.	WEDNESDAY, 18th Sept., 4 P.M.

For Freight or Passage, apply to

SHEWAN TOMES &amp; CO., GENERAL MANAGERS

Hongkong 4th September, 1912.

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## JAVA-CHINA-JAPAN LIJN.

Regular Fortnightly Service between

JAVA, CHINA AND JAPAN.

Steamer	From	Expected on or about	For	Will leave on or about
Tjiuwong	JAVA	—	JAPAN	1st half Sept.
Tilatap	SHANGHAI	1st half Sept.	JAVA	1st half Sept.
Tilimahi	JAVA	1st half Sept.	SHANGHAI	1st half Sept.
Tilimahi	JAPAN	1st half Sept.	JAVA	2nd half Sept.
Tilimahi	JAVA	2nd half Sept.	JAPAN	2nd half Sept.
Tilimahi	JAPAN	2nd half Sept.	JAVA	2nd half Sept.
Tilimahi	JAVA	2nd half Sept.	SHANGHAI	1st half Oct.
Tilimahi	JAPAN	1st half Oct.	JAVA	1st half Oct.

The steamers are all fitted throughout with Electric Light, and have accommodation for a limited number of saloon passengers, and will take cargo to all Ports in Netherlands-India on through B/L.

For particulars of Freight and Passage, apply to the

JAVA-CHINA-JAPAN LIJN,

Telephone No. 375

York Building.

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## TOYO KISEN KAISHA

Imperial Japanese Trans-Pacific Mail Line.

## SAN FRANCISCO LINE

Connecting with the Western Pacific Railway at San Francisco to all points in the United States and Canada and with Trans-Atlantic Lines to Europe.

PROPOSED SAILING FROM HONGKONG. (Subject to alteration.)

Steamer	Tons	Captain	Date of sailing
S.S. "Shinyo Maru"	21,000	H. S. Smith	Sept. 10th, Noon.
S.S. "Chiyo Maru"	11,000	W. W. Greene	Oct. 8th, Noon.
S.S. "Nippon Maru"	31,000	A. G. Stevens	Oct. 29th, Noon.
S.S. "Tenyo Maru"	21,000	A. G. Best	Nov. 5th, Noon.

All steamers are equipped with Turbine Engines and Triple Screws.

The steamers carry Japanese Government wireless telegraph and post office.

The steamer "Shinyo Maru" will be despatched for SAN FRANCISCO via KEELING, NAGASAKI, KOBÉ, SHIMIZU, YOKOHAMA and HONOLULU on TUESDAY, the 10th Sept., at Noon.

## INTERMEDIATE SERVICE.

The twin screw steamer "Nippon Maru" will be despatched for SAN FRANCISCO via SHANGHAI, NAGASAKI, KOBÉ, YOKOHAMA and HONOLULU on TUESDAY, the 29th October, at Noon.

## SOUTH AMERICAN LINE.

In connection with the National Railway of Mexico at Manzanillo and the Tehuantepec National Railway at Salina Cruz.

Only Regular Direct Service to Mexican, Chilean and Peruvian Ports.

PROPOSED SAILINGS FROM HONGKONG (Subject to alteration.)

Steamer	Tons	Date of Sailing
Buyo Maru	10,500	Friday, October 4, Noon.
Hongkong Maru	11,000	Tuesday, December 3, Noon.
Kiyo Maru	17,500	Saturday, February 1, 1913.

For Further Particulars as to Passage and Freight, apply to

S. MORIMOTO, Agent.

(KING'S BUILDING—Opposite Blake Pier)

## Going Home?

A Holiday at Home, and a way to get there that's a holiday. See the beauties of Japan, of Honolulu, (the Paradise of the Pacific), of California, of Colorado, and the fascination of Niagara, San Francisco, Chicago and New York.

Every "travel wise" tourist takes the deservedly famous U.S. MAIL Steamers of the PACIFIC MAIL S.S. CO.

Steamers of Limitless Luxury. Splendidly appointed "Homes on the Water." Wireless Telegraphy. Submarine Fog Signals. Excellent String Orchestra. Meals for epicures under the superintendence of caterers of International Repute.

The Cost: is not more by this route with its unrivalled opportunities, than by any other route. For a return ticket to London the cost is but £120, including berth and meals across America. To San Francisco via Japan and Honolulu the cost is £45. For the INTERMEDIATE SERVICE First Class accommodations are provided for £48 to London (return ticket £74) and to San Francisco £25.

SPECIAL RATES to officers, Army, Navy, Consular or Civil Service.

Steamers: Siberia ....., 18,000 Tons Starting Sept. 17th, at 1 p.m.  
China ....., 10,200 " " Sept. 24th, at 1 p.m.  
Manchuria ....., 27,000 " " Oct. 1st, at 1 p.m.  
Nile ....., 11,000 " " Oct. 15th, at 1 p.m.  
Mongolia ....., 27,000 " " Oct. 28th, at 1 p.m.  
Persia ....., 9,000 " " Nov. 12th, at 1 p.m.  
Korea ....., 18,000 " " Nov. 19th, at 1 p.m.

Intermediate Steamers.

LET US PLAN AN ITINERARY FOR YOU

King's Building (opp. Blake Pier). FRID. J. HALTON, Telephone No. 141.

Hongkong, 6th September, 1912. Agent. [589]

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## LOG BOOK.

H.M.S. Defence.

H.M.S. Defence, 14,600 tons, was expected at Port Arthur on the 4th and at Dairen on the following 6th in order to carry to Japan H.R.H. Prince Arthur of Connaught, British Special Ambassador to the Imperial Funeral, Tokyo.

Submarine Adrift. A telegram from Lloyd's signal station at Beachy Head on August 8 stated that a submarine broke adrift while in tow of an Admiralty tug three miles south-south-east of the Royal Sovereign; the lightship off Beachy Head. The tug was standing by, but the sea was too rough for securing the submarine immediately.

Quarantine on Vessels from Shanghai.

In order to succeed in preventing the entrance of cholera to Dairen, the authorities have decided to suspend the nocturnal quarantine examination of the vessels arriving from Shanghai, and to limit the hours of examination from sunrise to sundown, the examination of those arriving at night will be put off to the next morning.

Admiral's Sudden Death.

The death has occurred at Bad Nauheim, Germany, where he had gone for special treatment, of Engineer Rear-Admiral J. Corner, of Portsmouth. The admiral, who was aged sixty-two, entered the Navy in 1870, and distinguished himself in many ways. For eleven years prior to his retirement in 1900, Admiral Corner was manager of the engineering department at Portsmouth Dockyard, a period which was remarkable for the introduction of Dreadnoughts and turbines.

Punishment in the Navy.

The Admiralty have issued regulations to the effect that as detention is considered a more suitable punishment for naval offenders than imprisonment, it should be awarded in preference to imprisonment when the offender will be retained in the service, provided that repeated sentences of detention have not been awarded without effect. But detention, it is added, should not be awarded in parts of the world where there are neither naval nor military detention establishments.

Wings for Battle-ships.

New York, August 10.—Stirred by the navy department's announcement of tests for marine aeroplanes to be attached to all battleships, aeronautical manufacturers are preparing to enter the competition. Beside makers of well-known American flying machines, the agents here of at least one foreign aeroplane expressed a desire to enter the race to supply the sea dogs of Uncle Sam with wings.

Interest in naval aviation was

further stimulated by the arrival at the Astor Hotel, New York, of Lieutenants Kono and Nakajima, of the Imperial Japanese Navy, who have been ordered here by their Government to learn to fly the hydro-aeroplanes used in the United States navy, taking lessons from its inventor, Mr. Glenn H. Curtiss, at Hammondsport, N.Y.

At the office of the Curtiss

company in this city it was said that the Curtiss company would undoubtedly enter the trials for navy machines announced at Washington. Mr. Glenn H. Curtiss in a telegram from Hammondsport, commenting on the navy's new requirements said:—

"The requirements of the navy are very reasonable and consistent and along the lines of practical advancement. The navy department of the United States was the first to take up the hydro-aeroplanes, and the men in charge of aviation in the department are well posted on its limitations and possibilities. All of the navies of the world are alive to the value of having an equipment of aeroplanes, and if the present progressive spirit of our navy is kept up there is no reason why the United States should not keep its lead in this particular branch of naval warfare."

"Personally, I believe the time will come when naval battles will be practically fought out in the air between the aerial advance guards of the marine fleets. The standard Curtiss hydro-aeroplanes is now being used by the navy of Russia, Italy and Japan."



## Shipping

HAMBURG-AMERIKA  
LINIE.IN CONJUNCTION WITH  
Deutsche Dampfschiffahrts Gesellschaft "HANSA."EAST ASIATIC SERVICE,  
Regular Sailings from JAPAN, CHINA AND PHILIPPINES,  
via STRAITS and COLOMBO,  
to

Marseilles, Havre, Bremen and Hamburg and New York.

Taking Cargo at Through rates to all European North Continental and British Ports, also Trieste,  
Lisbon, Oporto, Genoa, and other Mediterranean, Levantine, Black Baltic Sea and  
Ports, and all North and South American Ports.

## Next Sailings from Hongkong:

## OUTWARD.

For Shanghai, Kobe & Yokohama:  
O. F. LAEISZ ... 21st Sept.  
ARCADIA ... 20th Sept.  
SCANDIA ... 14th Oct.  
BAYERN ... 17th Oct.  
LIBERIA ... 7th Nov.  
ALEXIA ... 19th Nov.

## HOMEWARD.

For Havre, Bremen & Hamburg:  
S.S. SUEVIA ... 12th Sept.  
For Marseilles, Havre, Hamburg & Ant.  
S.S. PREUSSEN ... 16th Sept.  
For Marseilles, Havre & Ant.  
S.S. SILESIA ... 21st Sept.  
For Rotterdam, Hamburg & Ant.  
S.S. BELGRAVIA ... 5th Oct.  
For Havre & Hamburg:  
S.S. O. J. D. AHLERS ... 7th Oct.

Hamburg-Amerika Linie,  
Hongkong Office.

## LOG BOOK.

## Surgery in a Sailing Ship.

The United States naval training ship Adams with fifty cadets on board arrived at Queenstown on August 5, after a passage of thirty-nine days from Delaware breakwater. During the voyage one of the cadets, named Finlay, was taken ill with appendicitis. The old barque-rigged ship was steadied by shortening sail, and a successful operation was performed on the gun deck in a bumpy sea. When in the vicinity of the Titanic disaster all hands were mustered in a short prayer offered, while the flag hung at halfmast in memory of the dead.

## Royal Yacht Club Members.

The Royal Yacht Squadron, one of the most exclusive clubs in the world, has selected the following officers of the Navy as honorary members:—Commander Alex. V. Campbell, Rear-Admiral Sir Edmund Slade, Commander Horace C. Watson, and Commander Arthur E. Wood.

**Military Transports at Dairen.**  
The s.s. Bukhai Maru, 358 tons, chartered by the Army Transportation Department, Dairen, plying the Dairen-Chemulpo-Taku regular route, was released from her service on August 1. In consequence, the N. O. S. S. Co.'s liners Tanchio Maru and Saito Maru have been chartered to work the route alternately as semi-military transports, taking effect from September 1st.

## S.S. Nissho Maru.

The s.s. Nissho Maru, which had her term of detention extended for a day, was released from detention at Dairen on August 20 and, after taking in supplies of bunker and water, sailed for Yokohama. It may be mentioned, says the "Manchurian Daily News," that no ship falls liable to detention at this port on account of the outbreak of any cases of dysentery on board.

## Chili Drednought Order.

Messrs. Armstrong, Whitworth and Co., of Newcastle-on-Tyne, received confirmation of a provisional order for a Drednought for Chili. It will be the first large vessel laid down at their new yard at Walker. The firm has a good deal of work in hand, including a cruiser for China, the cruiser Birmingham for the Admiralty, another Drednought for Chili, and a Drednought for Brazil.

## New South American Service.

The Royal Mail Steam Packet Company begins this month a monthly service from London to South America. The service is in the nature of an experiment, and if it proves successful further developments may follow. The service will be inaugurated by the Danube, and other vessels which will be employed are the Aragon, Clyde, and Vandyck. These ships have hitherto sailed from Southampton, and will continue to call at that port on the homeward voyage to land passengers and cargo.

The mail boats will continue to leave Southampton for South America.

## THE PEKINESE DOG.

Pekinese dogs are the product of that palace life in Peking which would seem now to be passing forever into the limbo of forgotten things, so that the present is surely an appropriate time for touching briefly on the history and character of the dog which has leaped into favour in the last few years in an extraordinary meteoric manner.

In 1800 the summer palace of Peking was sacked by European soldiers, the first shaking off of that extraordinary fabric of Eastern rule which we now see laid in the dust. Among the loot were eight of the imperial dogs, which had hitherto never been allowed outside the confines of the palace, save under penalties, either of which methods had not unnaturally been found sufficiently drastic to discourage dog-stealing.

The dogs looted in 1800 are persistently described as being five in number, but there must have been eight at least. They were found hidden in the apartment of the Emperor's aunt, an unfortunate lady who committed suicide on the approach of the soldiers.

One was given to Queen Victoria, who had its portrait painted by Landseer; one became the property of the late Duke of Richmond and Gordon, and another pair were acquired by Admiral Lord John Hay. Admiral Oliver Jones (then captain) brought one further dog, and a pair were secured by another officer, from which was bred a puppy that lived in England for nearly seventeen years.

From these eight priceless creatures were bred all the Pekinese that England could boast of for another generation, and, remaining in few hands, they continued comparatively unknown. At length, however, a few were obtained from the palace by methods into which it would be impertinent to inquire, but it seems clear that they had begun life as the personal pets of the late Dowager Empress, known as "old Buddha." How jealously guarded they were is shown by the fact that at the late siege of Peking, when the foreign embassies were in such great danger and were believed even to have fallen, the palace dogs were removed in the first palanquin which departed from Singanfu as the foreigners entered the forbidden city.—"Strand Magazine."

THE CHINA PROVIDENT  
LOAN AND MORTGAGE  
CO., LD.

(CAPITAL PAID UP...\$1,250,000.)

Loans on Mortgage of House Property

Goods received on Storage.

Advances made on Merchandise.

Trans made on the Provident System.

(Rates and Particulars on application.)

Sole Office of

TRUSTEE, EXECUTOR OF

WILLS, ATTORNEY, &amp;c.,

Undertaken and Executed.

SHEWAN TOMES &amp; Co.,

General Managers.

Hongkong, 18th March, 1908.

## VESSELS TAKING CARGO.

## European Ports.

Destination.	Vessel's Name.	For Freight	To be
Europe, &c.	Kaga Maru	N. Y. K.	11 September
do	Prinz Ludwig	M. & Co.	18 September
London	India	P. & O. Co.	14 September
do	Sardinia	P. & O. Co.	18 September
Rotterdam, &c.	Belgravia	H. A. L.	9 October
Havre and Hamburg, &c.	Suevia	H. A. L.	12 September
do	O. J. D. Ahlers	H. A. L.	5 October
Marseilles, Hamburg, &c.	Silesia	H. A. L.	21 September
Marseilles, Havre, Hamburg & Antwerp, &c.	Preussen	H. A. L.	18 September
Naples and Antwerp	Glenlogan	S. T. & Co.	10 Sept., about
Capeports via Mauritius	Daneric	Bank Line	10 September
Trieste	Austria	S. W. & Co.	1 October
Trieste via Singapore, Penang, Colombo, &c.	Africa	S. W. & Co.	10 September

## New York, San Francisco and Canada.

New York via Suez	Pathan	S. T. & Co.	10 September
do	Indrasamha	J. M. & Co.	28 September
New York, via Suez Canal	Inverclyde	S. T. & Co.	10 Sept., about
Boston and New York	Dacre Castle	D. & Co.	19 Sept., about
San Francisco	China	P. M. Co.	24 September
San Francisco, &c.	Siberia	P. M. Co.	17 September
do	Ohio Maru	T. K. K.	8 October
San Francisco via Keelung and Japan, &c.	Shinyo Maru	T. K. K.	10 September
Mexico, Peru, Chili via Japan	Buyo Maru	T. K. K.	4 October
Victoria, B.C.	Tacoma Maru	O. S. K.	3 October
Victoria, Seattle, &c.	Shidzuka Maru	T. K. K.	10 September
Victoria, B.C., & Tacoma via Keelung, &c.	Canada Maru	O. S. K.	17 Sept., 1 p.m.
Victoria, Vancouver, B.C., Seattle & Tacoma, &c.	Orterio	Bank Line	17 September
Vancouver via Ports	Empress of Japan	C. P. R. Co.	14 September
do	Monteagle	C. P. R. Co.	5 October

## Australia.

Australian Ports	Empire	G. L. & Co.	14 September
do	Kumano Maru	N. Y. K.	27 September
Australian Ports via Manila	Prinz Waldemar	M. & Co.	5 October

## Singapore, Coast Ports and Japan.

Batavia, Cheribon, Samarang, &c.	Tjiuwong	J. C. J. L.	Quick despatch
do	Tjimahi	J. C. J. L.	Quick despatch
do	Tjitaroom	J. C. J. L.	Quick despatch
Philippines	Rubi	S. T. & Co.	18 September
do	Kailong	B. & S.	17 September
Bombay	Sanuki Maru	N. Y. K.	10 September
do	Capri	C. & Co.	14 September
Calcutta	Kirin Maru	N. Y. K.	21 September
Calcutta via Singapore	Jelunga	D. S. & Co.	14 September
Sandakan	Namsang	J. M. & Co.	11 September
do	Mausang	J. M. & Co.	12 September
do	Rajah	M. & Co.	13 September
Sourabaya	Pakhoi	B. & S.	10 September
Japan	Tjimanook	J. C. J. L.	Quick despatch
do	Yawata Maru	N. Y. K.	25 September
do	Kutsang	J. M. & Co.	24 September
Japan, &c.	Buelow	M. & Co.	18 September
Kobe and Moji	Thongwa	D. S. & Co.	20 September
Kobe and Yokohama	Prinz Waldemar	M. & Co.	17 Sept., about
do	Miyasaki Maru	N. Y. K.	11 September
Yokohama	Fazilka	J. M. & Co.	11 September
Wohinwei and Tientsin	Huichow	B. & S.	12 September
Tientsin	Chipsing	J. M. & Co.	19 September
Anping	Sosho Maru	O. S. K.	18 September
Haiphong	Sikiang	M. M. Co.	11 September
Manila	Yuensang	J. M. & Co.	14 September
Manila, &c.	Teau	B. & S.	10 September
Swatow, Amoy and Foochow	Haiyang	D. L. & Co.	10 September
do	Haiching	D. L. & Co.	13 September
do	Haimun	D. L. & Co.	12 September
Foochow, Swatow and Amoy	Kaijo Maru	O. S. K.	11 September
Tamsui	Daijin Maru	O. S. K.	15 September
Shanghai and Japan	Kamakura Maru	N. Y. K.	11 September
Shanghai, Yokohama, Kobe and Moji	Flintshire	J. M. & Co.	1 October
Shanghai, Kobe, &c.	Gregory Apar.	D. S. & Co.	14 September
Shanghai, Kobe and Moji	O. F. Laeisz	H. A. L.	15 September
Shanghai	Aradia	H. A. L.	24 September
do	Devanah	P. & O. Co.	12 September
do	Chinhua	B. & S.	12 September
do	Anhui	B. & S.	14 September
do	Totomi Maru	N. Y. K.	10 September
do	Tingsang	J. M. & Co.	10 September
do	Koerber	S. W. & Co.	5 October
do	Scandia	H. A. L.	10 October
do	Kwongsang	J. M. & Co.	15 September

## To Sail

## Hongkong—New York.



## AMERICAN ASIATIC S.S. CO.

## FOR NEW YORK via SUEZ CANAL.

(With liberty to call at the Malabar Coast.)

S.S. "INVERCLYDE"

on or about 10th September, 1912.

For Freight and further information apply to

SHEWAN TOMES &amp; Co.,

General Agents.

Hongkong, 28th July, 1912. [587]

## NORDDEUTSCHER LLOYD, BREMEN.

## DIRECT TO SANDAKAN.

## THE Steamship

"RAJAH"

Captain O. Rodelsky, will be ready to leave for the above port on or about the 13th inst.

For Freight apply to

MELOHERS &amp; CO.,

Agents.

Hongkong, 4th Sept., 1912. [548]

## To Sail

## THE "INDRA" LINE, LIMITED.

## FOR NEW YORK, via SUEZ CANAL.

(With liberty to call at the Malabar Coast.)

THE Steamship

"INDRASAMHA"

Captain Jones, will be despatched above on 28th September.

For Freight or Passage, apply to

JARDINE, MATHESON &amp; Co., Ltd.,

General Managers.

Hongkong 2nd Sept., 1912. [586]

## Regular Steamship Service

With Liberty to call at the Malabar Coast.

## PROPOSED SAILING FROM HONGKONG.

## FOR BOSTON &amp; NEW YORK.

S.S. "DAORE" On or about 19th

September.

## FOR NEW YORK.

S.S. "PATHAN" On or about

8th Oct.

For Freight and further information, apply to

DODWELL &amp; CO., LTD.,

Agents.

Hongkong, 8th Sept., 1912. [595]

## MOVEMENTS OF

## STEAMERS.

## VESSELS ADVERTISED TO

## DEPART TO-MORROW.

For

Fochow, etc.

Sourabaya, Shanghai, San Francisco, Macao, Philippines, Seattle, Cape Ports, Shanghai, Antwerp, New York.

Vessel

Haiyang, Pakhoi, Tingsang, Shinyo-maru, Sul Tai, Teau, Shidzuka-maru, Daneric, Totomi-maru, Glenlogan, Inverclyde.

## VESSELS ADVERTISED TO

## ARRIVE TO-MORROW.

From

Singapore, Singapore, Shanghai.

Vessel

Kamakura-maru, Miyazaki-maru, Soria.

## AMERICAN MAIL.

The P. M. S. S. Co.'s s.s. Manohai, sailed from San Francisco for Hongkong via Honolulu, the Japan ports and Manila on Friday, the 28th inst.

The T. K. K. s.s. Ohjo Maru left San Francisco for Hongkong on the 31st inst.

The T. K. K. s.s. Tanyo Maru left Yokohama for Honolulu, on the 31st inst., where she is expected on the 10th inst.

The P. M. S. S. Co.'s s.s. Chioa carrying the American Mail, left Yokohama for this port on Thursday, the 5th inst., between 10 a.m. and noon.

The P. M. S. S. Co.'s s.s. Mongolia arrived at San Francisco on the 3rd inst.

The P. M. S. S. Co.'s s.s. Siberia will be dispatched from this port via Keelung, the Japan ports and Honolulu for San Francisco on Tuesday, the 17th inst., at 1 p.m.

The P. M. S. S. Co.'s s.s. Nile left San Francisco for this port via Honolulu, the Japan ports and Shanghai, on Saturday, 7th inst.

## ENGLISH MAIL.

The P. & O. S. N. Co.'s s.s. Devanah left Singapore for this port on the 7th inst., at 5.30 p.m., with the outward English Mail, and is due here on the 11th inst., at about 9 p.m.

## GERMAN MAIL.

The I. G. M. s.s. B.elow carrying the German Mail with dates from Berlin of the 21st inst., left Colombo on Saturday, the 7th inst., p.m., and may be expected here on or about Wednesday, the 18th inst.

The I. G. M. s.s. Prinzess Alice which left here on Wednesday, the 7th inst., at 4 p.m., arrived at Genoa on Thursday, the 5th inst., at 7 a.m.

The I. G. M. s.s. Coblenz, which left here on Saturday, the 10th inst., at 9 p.m., arrived at Sydney on Wednesday, the 4th inst., at 1 p.m.

## AUSTRALIAN MAIL.

The I. G. M. s.s. Prinz Waldemar left Sydney on the 24th inst., at 11 a.m., and may be expected here on the 16th inst.

The E. & A. s.s. Empire will leave for Australia on Saturday, the 21st inst., at 11 a.m.

The E. & A. s.s. St. Albans from Sydney left Port Darwin on the 8th inst., for this port.

## CANADIAN MAIL.

The C. P. R. Co.'s s.s. Empress of India left Yokohama for Vancouver and Victoria, B.C., on the 3rd inst., at 9 p.m.

The C. P. R. Co.'s s.s. Montego left Vancouver, B.C., for Hongkong (via usual ports of call) on the 4th inst.

## MERCHANT STEAMERS.

The Mogal Line s.s. Montrose sailed from United Kingdom on the 17th ult., for Hongkong via the Straits.

The Barber Line s.s. Wray Castle sailed from New York on the 18th ult., for Hongkong via the Straits.

The Swedish East Asiatic Co.'s s.s. Japan left Port Said on the 20th ult., and is expected here on or about the 16th inst.

The Barber Line s.s. Manchester Castle sailed from New York on the 25th ult., for Hongkong and the Far East.

The T. K. K. s.s. Buyo Maru arrived at Yokohama from Honolulu on the 4th inst., and is due at Hongkong on the 20th inst.

The L. O. S. N. Co.'s s.s. Namsang, leaves for Sandakan on the 11th inst.

The s.s. Gregory Apar from Calcutta left Singapore on the 5th inst., and may be expected here on or about the 11th inst., a.m.

The s.s. Capri left Singapore for this port yesterday, and may be expected here on or about the 11th inst.

The Barber Line s.s. Saint Patrick left Saigon on the 6th inst., and may be expected here on or about Saturday morning, the 14th inst.

The N. Y. K. s.s. Kamakura Maru, Bombay Line, left Singapore for this port on the 5th inst., and is expected here on the 10th inst.

The N. Y. K. s.s. Kaga Maru, European Line, left Shanghai for this port on the 6th inst., and is expected here on the 9th inst.

The N. Y. K. s.s. Tamba Maru, American Line, left Kobe for this port via Moji and Shanghai on the 6th inst., and is expected here on the 15th inst.

The N. Y. K. s.s. Yawata Maru, Australian Line, left Sydney for this port on the 4th inst., and is expected here on the 23rd inst.

The N. Y. K. s.s. Miyazaki Maru, European Line, left Singapore for this port on the 6th inst., and is expected here on the 10th inst.

The H. A. L. s.s. Soria left Shanghai on the 7th inst., a.m., and may be expected here on or about the 10th inst., p.m.

The s.s. Jalinga from Shanghai and Kobe left Moji on Friday, the 6th inst., afternoon and may be expected here on or about the 11th inst., a.m.

## HOTEL LISTS.

## HONGKONG HOTELS.

Aistrup, O.	Maolatyre, Mr. & Mrs. Neil
Barberini, A. T.	Madden, Mr. and Mrs. W. J.
Bergmann, F.	Marshall, W. B.
Beaumont, G. A.	Marshall, H. L.
Becker, G.	McCluskey, Miss E.
Bell, O. D. J.	McDowell, E. B.
Bons, G. A.	McKenney, Dr. O. W.
Birchough, W. E.	Mehta, K. B.
Blako, H. Ch.	Mulder, Mr. and Mrs. J. D. F.
Block, Mr. & Mrs. W.	Monis, J.
Brant, Miss V.	Neely, C.
Brown, Mr. & Mrs. S. R.	Nothmbe, Capt. and Mrs. F. D.
Buchner, O.	Oburg, R.
Cohen, S. K.	Odon, Miss F.
Cokely, T. J.	Odor, Mr. & Mrs. Philip, L. A.
Colbert, L. O.	Phillips, H. L.
Cooper, W. A. J.	Pisabergen, H.
Crocker, Miss A.	Prentice, J.
Curry, G. P.	Pringle, W. J.
Davis, O. H.	Randall, Dr. L. F.
DeGittingen, V.	Ray, E. H.
Douglas, Mrs. R. H.	Ryder, Mrs. Chas. E.
Drew, W. C.	Saito, Mr. & Mrs. French, Mrs. & child
Eames, E. J. W.	Schulke, W.
Ehrenfels, Mr. and Mrs. H. O.	Schunemann, E.</







## COMMERCIAL

## Singapore Share Circular.

The past week has seen several substantial advances in most sterling rubbers, but has been rather too rapid to please the genuine investor, for almost invariably a rise of this description meets with a sharp reaction and destroys confidence. Local Rubbers have responded only to a small degree, and in most instances stand round about the quotations of last week. Industrials and Tins are still marking time.

Rubber.—Bukit Sembawang have been placed from 1s. 8d. to 1s. 10-12d. Pegohs from 40s. 0d. to 45s. for prompt delivery. Anglo-Malays 15s. 0d. to 17s. Linggis 30s. 3d. to 33s. 10-12d. Merlimuns 3s. 9d. to 4s. 3d. Bertams 4s. 7-12d. to 5s. 0d. Highlands 70s. to 83s. 9d. Ladburs pt. pd. 35s. to 39s. premium and for arrival up to 41s. 0d. premium. Bukit Kajangs were dealt in at 60s. 4-12d., with buyers now only offering 68s. 6d. Kepitignals changed hands locally at 18s. 0d. Consolidated Malays came to business at 10s. 7-12d., Lamuts 35s. 0d. and Singapore Uniteds round about 2s. 1d. United Serdangs were done at £0.83, and the best price done in Lardons was 60s. 10-12d. Duffs which early in the week were sold at 14s. have since been placed at 15s. 6d. Dennistons and Chorosos were placed at 30s. and 3s. 0d. respectively. Singapore Paras close buyers at 3s. 9d. Malakofs have received the most attention in Dollar Stocks, being done in good numbers from \$2.15 to \$2.30. Teluk Ansons were in demand at \$5.75, but at the moment have no sellers under \$6.50. Ayer Pannas have risen from \$7 to \$7.00. Malaka Pinnas after business at \$12.1-2 close buyers at \$13.35. New Soran lubs came up to \$2.40, Maytors \$7.50 and Alor Gajahs \$2.05. Transactions also took place in Balaowais at \$8, Kampas \$3.20 and the new issue of Glensays at 20 cents premium.

Mining.—There has been a good demand for Kinta Associates at \$11 for the fully paid shares at 50 cents premium for the partly paid, but sellers are difficult to find at these figures. Rahman Hydraulics were done at \$11.15, Middleton Tins \$13, Sungai Gaus \$6.40 and Tongkai Harbours \$20.20.

General.—A small number of 5 per cent. Municipal Debentures were done at 10 per cent. premium and with the exception of a few dealings in Straits Traders and Fraser and Neaves at quotations, we have nothing to report.

Port Swettenham Rubber Co. Messrs. McAlister & Co., Ltd., state that the directors of the Port Swettenham Rubber Company, Ltd., have declared a second dividend of 1s. per share, payable on the 21st instant.

Dairen Bean Market. The Dairen Bean Market improved 2 sen and regained Y3.88 on August 30. 4 carloads changed hands.

Local Bean Cake quoted Y1.32, at which 8,000 pieces went off.

Local Bean Oil continued stationary at Y11.30, 11,200 kin went off.

Shanghai Bullion. September 2, 1912.

Bar Silver.....20 1-16 Mexican Dollars Market Rate.....Tls. 75 Dragon Dollars Native Bank Rate.....74.025 Copper Cash.....per Tls. 1760 Shanghai Gold Bars.....Sh'hai Tls. 355 Bar Silver.....Tls. 111.15 Sovereigns: Bk's Buying rate.....Tls. 7.16

Manila Exchange Quotations. September 2.

Silver in London prompt 20-1-15 forward... 28-7-8 Bank of England Discount 3 p.c. Bank Bill.....4 m-at... 2-4 Telegraphic transfer... 2-3-16 Am. Credits.....Aut 2-15-16 3m. d. Paper.....Sept Oct 1-2 Paris.....2.54 Germany.....2.08 Madrid.....87 Hongkong.....101 Shanghai.....721 Singapore.....116 Japan.....101 1/2 San Francisco T.T.....4 p.c. India.....150

Market Report. September 2nd 1912.

Good Current 24. Midway 21. 25 o/o over Fair current 19. U. S. U.S. 16.4 steady U. K. 11. Super Ends 0.0 Good Ends 0.0 Good Reds 8.2 Magney No. 1 9.2 Sugar—Hilo No. 1 7 3/5 2 3/5 3 5/37 4 4/77 1-3 steady Manila 1.6 Iloos 3. Copra—Supr. Sun dried P 11.4 Laguns F. M. Manila 11.2 steady RISE—Saigon 2s. Rangoon Pangasinan 2nd white 8.30 nont. GUM ALMAOTIGA Mixed 7.20 COALS—Japanese ex-ship p0.00 to arrive Australia ex-ship, per ton p10 to arrive. Borneo ex-ship per ton p0. FREIGHT—York 72.6 Boston 77.6 Cebu to New York 75- Cebu to Boston 80- To U. K. Sugar 37/6 Sugar 75- from Cebu 80- To Marseilles, copra From Manila 4.62

A FORTUNATE MISHAP. How Dr. Palmore Missed the Titanic.

Rev. Dr. William B. Palmore, editor of the "St. Louis Christian Advocate," who recently returned from an eleven-months' tour of the world, but for a broken shoulder, caused by being run over by a cab in Paris, would have been a passenger on the ill-fated Titanic. He said, according to the "St. Louis Globe-Democrat," that the carelessness of a drunken Parisian "caddy" undoubtedly had saved his life.

Dr. Palmore has crossed the ocean seventeen times. On his last trip he completed a circuit of the globe, travelling between 40,000 and 50,000 miles. He sailed from New York, June 28, 1911, on the first trip of the steamer Olympic, sister ship of the Titanic, from an American port, and reached Cherbourg, France, July 4, going thence to Southampton and London, and continuing his journeys in Europe and Asia.

In commenting on the fate which prevented his being a passenger on the Titanic, Dr. Palmore recalled the wreck of the old Anchor Line, on which he was a passenger, thirty-one years ago. The Anchorline, he said, was sailing from New York to Glasgow and collided in the fog with the steamer Queen. The accident happened near the spot where the Titanic went down. Both steamers were menaced by icebergs.

"No one on either the Anchorline or Queen was drowned," said the clergyman, "as all were picked up by lifeboats, but several were crippled. I cut away a lifeboat with a penknife and escaped without chart, compass, bread or water, being picked up in the open sea some hours later."

"I witnessed many changes in the Chinese Empire since my previous visit in the Orient," said Dr. Palmore. "I visited Siberia from end to end. I was agreeably surprised by conditions in Siberia, which I believe soon will be a republic and will become the food source of the world."

Notice. THE VICTORIA BRITISH SCHOOL re-opens on MONDAY, the 9th inst., for European pupils only. Boys and girls of 4 1/2 years are now admitted. H. A. COX, Headmaster. Hongkong, 6th Sept., 1912.

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## NOTICES

## NOTICE

I have this day established myself as SHARE AND GENERAL BROKER.

M. D. SILAS, 4, Joe House Street. Telephone 370 and Stock Exchange Association, Hongkong, 1st Sept. 1912. [G11]

## WING TAI LOONG, SHANTUNG

CHEEPOO SILK FOR SALE. VARIOUS. SELECTED. FINEST QUALITY. To be obtained at Moderate Prices from the HONGKONG BRANCH. WING TAI LOONG, 191, Des Voeux Road, Central, Hongkong, 28th Aug. 1912. [G23]

## Consignees

NORDEUTSCHER LLOYD, BREMEN. IMPERIAL GERMAN MAIL LINE. NOTICE TO CONSIGNEES.

THE Steamship "GUEBEN" having arrived, Consignees of cargo are hereby informed that their Goods, with the exception of Opium, Treasure and Valuables, are being landed and stored at their risk into the hazardous and/or extra hazardous Godowns of the Hongkong and Kowloon Wharf and Godown Company, Limited, Kowloon, and West Point Godown, whence delivery may be obtained.

Optional Cargo will be forwarded on unless intimation is received from the Consignees before noon to-day requesting it to be landed here.

No claims will be admitted after the Goods have left the Godowns, and all goods remaining undelivered after the 13th of Sept., will be subject to rent.

All broken, chafed, and damaged Goods are to be left in the Godowns, where they will be examined on the 13th of Sept., at 3.30 A.M.

All claims must reach us before the 20th of Sept., 1912, or they will not be recognized.

No Fire Insurance will be effected. Bills of Lading will be countersigned by the undersigned.

NORDEUTSCHER LLOYD, MELOHRS & CO., General Agents. Hongkong, 6th Sept., 1912. [7]

PACIFIC MAIL STEAMSHIP COMPANY. NOTICE TO CONSIGNEES.

S.S. "S. BERIA" FROM SAN FRANCISCO, JAPAN PORTS & SHANGHAI.

The above mentioned vessel having arrived Consignees of cargo are hereby notified to send in their Bills of Lading for countersignature and take immediate delivery of cargo from Godown.

Cargo remaining undelivered MONDAY, 9th September, 1912, at Noon, will be subject to landing charges and if undelivered FRIDAY, 13th will be subject to both landing and storage charges.

No Fire Insurance whatever will be effected.

All chafed and otherwise damaged cargo will be examined at the above Company's Godown THURSDAY 12th Sept., 1912, at 10 A.M.

All Claims must be filed on or before September 6th, otherwise they will not be recognized.

FRED. J. HALTON, Agent. Hongkong, 6th Sept., 1912. [G16]

"SHIRE" LINE OF STEAMERS, LTD. NOTICE TO CONSIGNEES.

FROM EUROPE THE Steamship "DEN OF GLAMIS" having arrived from the above port, Consignees of cargo by her are hereby informed that all goods are being landed at their risk into the hazardous and/or extra hazardous Godowns of the Hongkong and Kowloon Wharf and Godown Company, Limited, whence, and/or from the wharves, delivery may be obtained.

Goods not cleared by the 11th inst., 6 A.M., will be subject to rent.

All broken, chafed, and damaged packages are to be left in the Godowns, where they will be examined on TUESDAY, 10th inst., at 10 A.M.

Claims against the steamer must be presented within 10 days of arrival, otherwise they will not be recognized.

No Fire Insurance will be effected by us in any case whatever.

Bills of Lading will be countersigned by JARDINE, MATHESON & CO. LTD. Agents. Hongkong, 6th Sept., 1912. [G44]

FOR SALE. Old China Curios.

A fine lot of China Vases: 1. Sang dai (Ming Dynasty) black ground with red birds. 2. Hong Hui black ground with red birds. 3. Hong Hui black ground with red birds. 4. Hong Hui black ground with red birds. 5. Hong Hui black ground with red birds. 6. Hong Hui black ground with red birds. 7. Hong Hui black ground with red birds. 8. Hong Hui black ground with red birds. 9. Hong Hui black ground with red birds. 10. Hong Hui black ground with red birds. 11. Hong Hui black ground with red birds. 12. Hong Hui black ground with red birds. 13. Hong Hui black ground with red birds. 14. Hong Hui black ground with red birds. 15. Hong Hui black ground with red birds. 16. Hong Hui black ground with red birds. 17. Hong Hui black ground with red birds. 18. Hong Hui black ground with red birds. 19. Hong Hui black ground with red birds. 20. Hong Hui black ground with red birds. 21. Hong Hui black ground with red birds. 22. Hong Hui black ground with red birds. 23. 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## KOWLOON CUSTOMS.

(Continued from page 5)

the Chinese Maritime Customs for this district has been provisionally opened at the Kowloon station and is working both smoothly and acceptably. I regret that no arrangement for a permanent railway station at Kowloon has been yet made, for until such has been erected Customs work must be pursued under difficulties. As with a Customs convention, so with a railway working agreement: the times being out of joint, no agreement has as yet been signed. Discussion upon two or three points in local dispute had just been opened in Peking when the outbreak of the revolution stayed further negotiations, and the two administrations are now cordially working on the basis of the draft agreement.

Mr. E. S. Lindsey, the able chief engineer and manager of the British station, whose engagement was referred to in the 1909 Trade Report, having completed his work, handed over charge of the line as a going concern to Mr. H. P. Winslow in December. Mr. Winslow has kindly supplied me with the following notes: "Little construction work has been carried out this year, with the exception of building the workshops and erection of machinery and pitching to slopes of the large No. 1 Cutting. Nothing has been done towards the building of the large terminal station at Kowloon; but negotiations are being carried on for the acquisition of the necessary land, and it is hoped that the work may be put in hand at an early date. A 2-foot gauge branch line from Fanling to Shatowkok, a distance of 7 1/4 miles, was commenced in May last, and three sections were opened for traffic on the 21st December. The fourth section will be opened in the near future. (The Chinese frontier village of Shatowkok lies at the north-west corner of Mira Bay, and a large passenger and petty goods traffic will be developed by this line.) "In October last through traffic between Hongkong and Canton was established, but, owing to the disturbances in Chinese territory, traffic on the Chinese section was suspended at their request on the 7th November and resumed again on the 14th December, when the traffic, until the end of the year, was below normal. The local traffic has been steady during the year, and receipts are more than anticipated."

Politically the year has been one of great unrest. A new China has been born; her young men have flocked in thousands from abroad; and 1911 will be as memorable in China's history as the year one of the Japanese Restoration and 1870 of the German Empire. The new Viceroy, His Excellency Chang Ming-chi, took up office in January, and at once had his hands full. Forced by the wishes of the province and the policy of his predecessor to abolish gambling, his attention was fully occupied by endeavours to replace the revenue formerly derived from that source. In the midst of the discussions with his advisers and the Provincial Assembly, an outbreak of the revolution took place, commencing with an attack on his life and yamen, and culminating in the murder of the Tartar General. From that time until the autumn the Viceroy's efforts were directed first to repressing and afterwards to controlling and directing the movement. His tact and ability were severely taxed. But popular aspirations could not be denied, and Canton declared for independence early in November, the Provincial Assembly electing the Viceroy as its Military Governor. His Excellency Chang declined the honour, and leaving his yamen for the British Concession on the night of the 8th November, he reached Hongkong the following day in a British torpedo-boat destroyer. After a few days' asylum here he left for Shanghai and Japan. The "Hongkong Telegraph," in its issue of the 10th December 1911, published a translation of his farewell Memorial to the Throne, which, it correctly described as an historic document, speaks much for the strength of the movement and the self-confidence of the people that no general upheaval has eventuated.

Another defeat for the House was the retention of the former number of generals of the line. The House bill originally provided for a reduction in the number of brigadiers from 15 to 11. As formerly cadet service will still count for all in the service. The original House bill had sought to eliminate from the 30 years necessary to retirement, the four years spent at West point.

Sad occurrences there have been; brigandage has been common and the province has passed through stormy times; but, broadly speaking, peace has been preserved. The energy and capability of the young leaders in the various provincial offices, supported by money freely poured in from abroad to meet the needs of the People's Army, and the ability of the Chinese guilds in taking hold of and carrying on the administration of the city and the province cannot but be recognised. Local crises for an independent Canton will die out, and aspirations for self-government will be merged into those of a wider patriotism. The outbreak of the revolution was heralded on the frontier by a raid on our stations for arms, followed in three weeks by an attack by bad characters. One station, Lofong, was burned; another station, Shatow, was looted; and a third, Shunchun, was partially looted. After these ebullitions things resumed very much their normal course. Considerable strain was thrown on the staff, both at various stations on the frontier and at the head office; but it is pleasing to record that for no period was the work of revenue protection and collection interrupted.

In the previous Trade Report reference was made to the many material interests—shipping, railway, and university—that bind the life of the Colony with that of the Chinese nation, and especially with the Two Kwang provinces, and the hope was expressed that the chain would be completed by the addition of a Customs agreement. A draft convention, acceptable to several of the higher authorities on both sides, was laid, early in the spring, before the Viceroy of Canton. Unfortunately, however, the local atmosphere obscured the future: the Viceroy was very much occupied with pressing questions, and no time was found in which to take up the reconstruction of commercial relations. Littera scripta manet: the labour expended in the past will be justified hereafter, and under the auspices of a Customs convention points of dispute will be removed, mutual interests safeguarded, and trade and revenue expansion will follow.

## LATE TELEGRAMS.

Leaving for Honolulu.

Washington, Aug. 30.—Secretary of the Interior Walter L. Fisher will leave to-morrow on route of Honolulu, where he goes to make a personal investigation of the administration of Governor Frear, and inquire especially into matters connected with the home-land law.

Foreign Service Pay.

Washington, September 1.—Despite the fight against it, foreign service in the Army will still be rewarded with an increase in pay. The recently passed Army appropriation bill provides no change in the present increase of twenty per cent. for men and ten per cent. for officers. The bill as originally passed by the house had eliminated this advanced pay.

There will also be no reduction in the number of cavalry regiments in spite of the House's desperate effort to enact such reduction into law. The House originally included this clause in the bill, but the Senate threw it out and it was thrown out in conference.

Men enlisting hereafter will receive no double time for foreign service, time served in the Philippines counting just the same as time served in the United States.

The seven-year term of enlistment begins in November. The first four years are to be served under the colours and the subsequent three with the reserves.

Major General Alshire is the first chief of the combined supply departments.

Another defeat for the House was the retention of the former number of generals of the line. The House bill originally provided for a reduction in the number of brigadiers from 15 to 11.

As formerly cadet service will still count for all in the service.

## POST OFFICE.

## SIBERIAN ROUTE, SUPERSCRIPTION UNNECESSARY FOR EUROPE.

Letters and post cards for Europe will in future be despatched by the route of Siberia unless marked by the sender for transmission by another route. Printed matter and samples will continue to be sent by the Suez Canal route.

The value limit on parcels to the United States via San Francisco, or to Honolulu, has now been removed. Parcels may be sent up to any value, but those exceeding \$200 Mexican or £20 must be accompanied with an invoice certified by the United States Consul General for Hongkong.

## MAILS VIA SIBERIA.

Left London Aug. 21  
Shanghai Sept. 7  
Aug. 25 Sept. 9

## MAILS DUE.

English, Devon, 11th inst.  
Siberian, Amoy, 12th inst.  
German, Buchen, 18th inst.  
American, Chicago, 27th inst.

## MAILS CLOSE.

Swatow, Amoy and Foochow—Per Haiyang, 10th Sept., 10 A.M.  
Samarang and Sourabaya—Per Pakhoi, 10th Sept., 10 A.M.

Formosa via Koolung, Japan via Nagasaki, Honolulu, Canada, United States and South America via San Francisco (Siberian Mail via Nagasaki)—Per Shinyoma-maru, 10th Sept., 11 A.M.

Shanghai and North China—Per Tingtang, 10th Sept., 11 A.M.

Manila—Per Sui Tai, 10th Sept., 1.15 P.M.

Samarang and Sourabaya—Per Pakhoi, 10th Sept., 2 P.M.

Philippine Islands—Per Tean, 10th Sept., 3 P.M.

Formosa via Koolung, Shanghai, North China and Japan via Moji, Victoria, and Seattle (Europe via Siberia)—Per Shidenka-maru, 10th Sept., 3 P.M.

Straits—Per Inverclyde, 10th Sept., 4 P.M.

Fort Bayard, Haiphong, Pakhoi and Saigon—Per Si-kiang, 11th Sept., 8 A.M.

Swatow, Amoy and Foochow—Per Kijio-maru, 11th Sept., 11 A.M.

Japan via Kobe, Victoria, Tacoma and Vancouver—Per Proteus, 11th Sept., 2 P.M.

Japan via Nagasaki—Per Kinkasamaru, 11th Sept., 8 P.M.

Swatow, Amoy and Foochow—Per Haiman, 12th Sept., 10 A.M.

Shanghai and North China (Europe via Siberia)—Per Dovanha, 12th Sept., 11 A.M.

Sandakan—Per Mausang, 12th Sept., 3 P.M.

Shanghai and North China—Per Chinha, 12th Sept., 3 P.M.

Haiphong, Pakhoi and Saigon—Per Singan, 13th Sept., 9 A.M.

Wellswai and Tientsin—Per Hui-chow, 13th Sept., 3 P.M.

Shanghai, North China and Japan via Kobe (Europe via Siberia)—Per Sydney, 13th Sept., 5 P.M.

Straits and India via Bombay—Per Capri, 14th Sept., 10 A.M.

Shanghai, North China and Japan via Kobe—Per G. Apear, 14th Sept., 10 A.M.

Straits, Burma, Ceylon, India, Aden, Egypt, and Europe via Brindisi. (Extra Letters 11 A.M. to noon, Extra Postage 10 cents.) (Supplementary mail on board up to the time fixed for departure of the mail (Extra Postage 10 cents.) (Letters posted in all the Pillar Boxes in time for the first clearance will be included in this contract mail.) The Parcel Mail will be closed on Friday, Sept. 13th at 5 P.M.—Per India, 14th Sept., 11 A.M.

Philippine Islands—Per Yuen-sang, 14th Sept., 1 P.M.

Manila—Per Sui Tai, 14th Sept., 1.15 P.M.

Straits and India via Calcutta—Per Jelunga, 14th Sept., 3 P.M.

Shanghai, North China, Japan via Nagasaki, United States, South America and Canada via Vancouver (Europe via Siberia)—Per Empress of Japan, 14th Sept., 5 P.M.

Straits and Burma—Per Mutira, 14th Sept., 5 P.M.

Shanghai and North China—Per Kwong-sang, 14th Sept., 5 P.M.

## SHIPPING NEWS.

## ARRIVED.

Ningpo, Br. s.s. 1,233, T. W. Ploard, 7th Sept.—Swatow 8th Sept., Gen.—B. & S.

Helene, Ger. s.s. 771, J. Jensen, 7th Sept.—Saigon 8th Sept., Gen.—J. & Co.

Proteus, Br. s.s. 6,113, J. McIntosh, 7th Sept.—Liverpool and Manila 8th Sept., Gen.—B. & S.

Prometheus, Br. cruiser, 2,185, Luxmoore, 7th Sept.—Nanking 8th Sept.

Haloti, Br. s.s. 1,070, Bakker, 7th Sept.—Belik Pappan 8th Sept., Bulk oil.—A. P. Co.

Inverclyde, Br. s.s. 3,214, D. Mansfield, 7th Sept.—Shanghai and Keelung 8th Sept., Gen.—S. T. & Co.

Miyajima Maru, Jap. s.s. 998, Fushigawa, 7th Sept.—Swatow 8th Sept., Gen.—O. S. K.

Pakhoi, Br. s.s. 1,222, G. Gibb, 7th Sept.—Swatow 8th Sept., Bulk oil.—J. M. & Co.

Hong Dee, Br. s.s. 2,060, Kinghorn, 8th Sept.—Singapore 8th Sept., Gen.—Joo Tek Sang.

Haiyang, Br. s.s. 1,262, E. Hodgins, 8th Sept.—Foochow, Amoy, and Swatow 7th Sept., Gen.—D. L. & Co.

Si-kiang, Fr. s.s. 615, E. de Catalao, 8th Sept.—Haiphong 7th Sept., Gen.—M. M.

Ulysses, Br. s.s. 2,282, O. E. Day, 8th Sept.—Takao, 7th Sept., Gen.—B. & S.

Vestfold, Nor. s.s. 1,112, Bertelsen, 8th Sept.—Swatow 7th Sept., Gen.—A. T. K.

Tai-shan, Chi. s.s. 1,260, R. G. Paramore, 8th Sept.—Canton 8th Sept., Gen.—C. M. S. N. Co.

Ting Sang, Br. s.s. 1,410, Bramwell, 8th Sept.—Canton, 7th Sept., Gen.—J. M. & Co.

Canada Maru, Jap. s.s. 3,769, K. Hori, 8th Sept.—Shanghai 8th Sept., Flour.—O. S. K.

Irene, Chi. s.s. 927, Baines, 8th Sept.—Tientsin 1st Sept., Gen.—C. M. S. N. Co.

Glenferg, Br. s.s. 2,301, Hartnell, 8th Sept.—Singapore 8th Sept., Gen.—S. T. & Co.

Chinba, Br. s.s. 1,240, Walker, 9th Sept.—Shanghai 6th Sept., Gen.—B. & S.

Johanne, Ger. s.s. 952, H. J. Ipland, 9th Sept.—Hobow 6th Sept., Gen.—J. & Co.

Tijmah, Dutch s.s. 3,048, Schoenberg, 9th Sept.—Java 1st Sept., Sugar.—J. C. J. L.

Arrivals from China:—A. Jax, Benaville Teakal.

The following vessels have passed the Canal:—Baron Napier, Ballerophon, Benaville, Brasilia, Japan, Wenzel, Mi dleham Castle, Miyasaki Maru, Myrmidon, St. Patrick, Sydney, York.

Arrivals from China:—A. Jax, Benaville Teakal.

The following vessels have passed the Canal:—Bancloch, Bulow Glenek, Glenurret, Monmouthshire, Samble, Aros.

Arrivals from China:—Bancloch, Bulow Glenek, Glenurret, Monmouthshire, Samble, Aros.

The following vessels have passed the Canal:—Armand Behit, Danba, Indramayo, Nyansa, Pera, Atrana.

September 8th.  
10 A.M. 4 P.M.  
Barometer ..... 29.87 29.81  
Temperature ..... 79 89  
Humidity ..... 64 64  
Rain ..... 0.00

TIDE TABLE.  
Sept. 8th to 9th Sept., 1912.

Passengers Arrived.  
Per s.s. Proteus, arrived 7th Sept., from Liverpool, &c.:—  
Morgan, Rev. A. Trowbridge, Mrs. E. C. R.  
Moran, Mr. and Wat le, J. Mrs. F.

Per s.s. Inverclyde, arrived 7th Sept., from Shanghai:—  
Swain, Y. F.

Per s.s. Haiyang, arrived 8th Sept., from Foochow, &c.:—  
Asger, Mr. Hiehet  
Bose, Sibby  
Delmon, Rev. and Skibo, Miss S. Mrs. Zollner, Mrs.

Per s.s. Chinba, arrived 9th Sept., from Shanghai:—  
Edwards, Mr. J. H. Hargreaves

## VESSELS IN PORT.

## STEAMERS.

Carl Diederichsen, Ger. s.s. 774, Ch. Jurgensen, 8th Sept.—Haiphong and Hobow 4th Sept., Gen.—J. & Co.

Boising, Ger. s.s. 1,021, J. Braun, 4th Sept.—Canton 3d Sept., Ballast.—B. & S.

Daggy, Nor. s.s. 992, P. Sulveren, 4th Sept.—Manila 8th Aug., Gen.—J. & Co.

Empress of Japan, Br. s.s. 3,030, S. Robinson, N.M.S., 8th Sept.—Vancouver 14th Aug., and Shanghai 2nd Sept.—Lail and Gen.—O. P. R. Co.

Mausang, Br. s.s. 1,345, Weigall, 6th Sept.—Sandakan 30th Aug., Gen.—J. M. & Co.

On San, Br. s.s. 1,787, A. G. Smith, 6th Sept.—Chinwantao 28th Aug., Gen.—J. M. & Co.

Phaumpun, Br. s.s. 1,065, Jas. H. Scott, 6th Sept.—Saigon 2nd Sept., Gen.—Wo Fat Sing.

Shidzanka Maru, Jap. s.s. 6,508, T. Iriawa, 2nd Sept.—Seattle, etc. 30th July, Flour.—N. Y. K.

Shinyo Maru, Jap. s.s. 7,226, H. S. Smith, 26th Aug.—San Francisco 8th Aug., Mail and Gen.—T. K. K.

Siberia, Am. s.s. 6,655, A. Zeeler, 6th Sept.—San Francisco 10th Aug., Mail and Gen.—P. M. S. S. Co.

Tean, Br. s.s. 1,346, A. W. Outbridge, 6th Sept.—Manila 3rd Sept., Gen. B. & S.

Tijliwong, Dutch s.s. 3,061, S. G. Outhings, 31st Aug.—Manassar 22nd Aug., Gen.—J. C. J. L.

Too Sai, Br. s.s. 981, P. N. Markson, 3rd Sept.—Haiphong 1st Sept., Timber.—Order.

SAILING VESSEL.  
Comet, Br. 4-masted barque, 2,890, W. J. Davis, 13th June—New York 31d Feb., Oil.—S. O. Co.

SHIPS PASSED THE CANAL.  
London, August 13.  
Arrivals from China:—L. Ilian, P. E. Friedl, Steator, Walton Hall.

The following vessels have passed the Canal:—A. Jax, Koerber, Ling Suey Sim, Gleneshiel, Burma Co.

London, August 6.  
Arrivals from China:—A. Jax, Koerber, Ling Suey Sim, Gleneshiel, Burma Co.

The following vessels have passed the Canal:—Bancloch, Bulow Glenek, Glenurret, Monmouthshire, Samble, Aros.

London, August 27.  
Arrivals from China:—Donbigh, Polynesian, Segovia, Seneca, Alesia.

The following vessels have passed the Canal:—Bancloch, Bulow Glenek, Glenurret, Monmouthshire, Samble, Aros.

London, September 8.  
Arrivals from China:—Bancloch, Bulow Glenek, Glenurret, Monmouthshire, Samble, Aros.

The following vessels have passed the Canal:—Armand Behit, Danba, Indramayo, Nyansa, Pera, Atrana.

London, September 8.  
Arrivals from China:—Bancloch, Bulow Glenek, Glenurret, Monmouthshire, Samble, Aros.

The following vessels have passed the Canal:—Armand Behit, Danba, Indramayo, Nyansa, Pera, Atrana.

London, September 8.  
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## Mail Steamers.

## THE PENINSULAR AND ORIENTAL S. N. CO.

Will despatch VESSELS to the Undermentioned PORTS on or about the DATES named—

FOR SHANGHAI ..... DEWANHA Capt. W. R. Hickoy, Noon, 12th Sept. Freight and Passage

LONDON, VIA INDIA Capt. G. W. Gordon, N.M.S., Noon, 14th Sept. Freight and Passage

For further particulars, apply to H. W. D. SHALLARD, Acting Superintendent, P. & O. S. N. Co.'s office, Hongkong, 9th September, 1912.

## NORDDEUTSCHER LLOYD. BREMEN.

## IMPERIAL GERMAN MAIL LINES.

For SHANGHAI, GENOA, ALGERIA, GIBRALTAR, SOUTHAMPTON, ANTWERP and HAMBURG.

PRINZ LUDWIG Capt. F. v. Dinzer, 18,300 TONS, WEDNESDAY, 18th September 10 A.M.

SHANGHAI, TSINGTAU, KOBE and YOKOHAMA ..... BULOW Capt. H. Schaffer, 10,000 TONS, WEDNESDAY, 18th Sept.

MANILA, ANGAUR, YAP, NEWGUINEA, BRISBANE, SYDNEY and MELBOURNE ..... PRINZ WALDEMAR Capt. H. Bremer, 6,100 TONS, SATURDAY, 5th October, at 10 P.M.

KOBE and YOKOHAMA ..... PRINZ WALDEMAR Capt. H. Bremer, 6,000 TONS, TUESDAY, 17th Sept.

KUDAT & SANDAKAN ..... BORNEO Capt. F. Sembill, Middle of October

DIRECT TO SANDAKAN ..... RAJAH, About 13th September.

All the steamers of the European Line are fitted with Wireless Telegraphy.

New System of Telefunken.

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NORDDEUTSCHER LLOYD, MELCHERS & CO., GENERAL AGENTS, HONGKONG and CHINA. Hongkong, 8th September, 1912.

## DOUGLAS STEAMSHIP CO., LD.

Hongkong-South China Coast Ports.

Highest Class, Fastest and Most Luxurious Steamers on the Coast, having splendid Accommodation for First-Class Passengers. Electric Light. Excellent Cuisine.

FOR SWATOW, AMOY AND FOOCHEW RETURN.

(Occupying 9 to 10 days.)

HAIVANG ... | A. E. Hodgins ... | TUESDAY, 10th Sept., at 11 A.M.

HAIMUN ... | J. W. Evans ... | THURSDAY, 12th Sept., at 11 A.M.

HAITAN ... | J. S. Bosch ... | TUESDAY, 17th Sept., at 11 A.M.

Steamers will arrive at, and depart from, the Co.'s Wharf near Black Pier.

For Freight and Passage, apply to Douglas, Laprak & Co., General Managers.

## THE EASTERN &amp; AUSTRALIAN STEAMSHIP CO., LIMITED.

Mail Service to Australia.

MAIL SCHEDULE (SUBJECT TO MODIFICATION).

Steamers Arrive Hongkong from Australia Leave Hongkong for Australia

EMPIRE ..... On 4th 20th Sept. On 21st Sept. 11 A.M.

ST. ALBANS ..... On 4th 20th Sept. On 12th Oct. Noon

The above Steamers are fitted with Refrigerating Machinery, ensuring a plentiful supply of Ice, French Provisions, etc., and are lighted throughout with Electricity. All State-Rooms have Electric Fans. A duly qualified Doctor and Stewards are carried.

For further particulars, apply to Gibb, Livingston & Co., Agents.

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